

# Hongkong Daily Press.

ESTABLISHED 1857

No. 16,700 號百七千六萬壹第 日四十月九年三統宣 HONGKONG, SATURDAY, NOVEMBER 4TH, 1911. 六拜禮 號四月一十年一十百九千一英港香 PRICE, \$3 PER MONTH.

ON SALE  
THE  
DIRECTORY & CHRONICLE  
FOR 1911.  
Complete Edition ... \$10.00  
Small ... 6.00  
Agents in all the Foreign  
Settlements throughout the Far  
East.

## INTIMATIONS UPRIGHT GRAND PIANOS

BY  
**STECK,**

PRICE \$550.

CASH

OR

EASY PAYMENTS.

SOLE AGENTS:

**S. MOUTRIE & CO.,**  
LIMITED.

[a30-3]

**OHINA MUTUAL LIFE**  
INSURANCE CO., LD.,  
HEAD OFFICE, SHANGHAI.

DIRECTORS AND OFFICERS.

J. A. WATTS, Esq., Managing Director.  
A. J. HUGHES, Esq., Secretary.  
S. B. NEILL, F.I.A., Actuary.

A strong British Corporation. Registered  
under Hongkong Ordinances and under Life  
Insurance Companies' Acts, England.  
Insurance in Force ... \$39,571,465.00  
Assets ... 9,872,930.00  
Income for Year ... 3,862,071.23  
Total Security to Policyholders 9,520,950.00

LEFFERTS KNOX, Esq., Hongkong, Can-  
ton, Macao and the  
District Secretary. Philippines.  
B. W. TAPE, Esq.,  
District Secretary.  
Alexandra Building.

C. LAUDER, Esq., Inspector Hongkong.

Advisory Board, Hongkong.  
SIR PAUL CHATER, Kt., C.M.G.  
I. F. HOUGH, Esq.  
C. J. LAURENTZ, Esq.

[a1351]

**GREEN ISLAND CEMENT COMPANY**

PORTLAND CEMENT

In Casks 375 lbs. net

In Bags 250 lbs. net

SHEWAN, TOMES & CO.,  
General Managers.

Wongkong, 29th April, 1908.

[a798]

**SINGON & CO.**

IRON, Steel, Metal and Hardware Merchants,  
Wholesale and Retail Ironmongers, Pig  
Iron and Foundry Cokes Importers. General  
Storekeepers and Shipchandeliers. Nos. 35 & 37,  
Hing Loong Street (2nd St., west of Central  
Market). Telephone No. 515.

[a565]

**REAR TRAMWAYS COMPANY**

LIMITED.

TIME TABLE.

**WEEK DAYS.**  
7.00 a.m. to 8.00 a.m. ... Every 15 minutes.  
8.00 a.m. to 10.00 a.m. ... Every 10 minutes.  
10.00 a.m. to 11.00 a.m. ... Every 15 minutes.  
11.30 a.m. to 12.45 p.m. ... Every 15 minutes.  
12.45 p.m. to 1.15 p.m. ... Every 15 minutes.  
1.15 p.m. to 1.45 p.m. ... Every 15 minutes.  
1.45 p.m. to 2.15 p.m. ... Every 15 minutes.  
2.15 p.m. to 5.00 p.m. ... Every 15 minutes.  
5.00 p.m. to 8.10 p.m. ... Every 10 minutes.

**NIGHT CARS.**  
8.45 p.m. and 9.00 p.m., 9.45 to 11.30 p.m.  
every 15 minutes.

**SUNDAYS.**

7.30 a.m. to 10.30 a.m. ... Every 15 minutes.  
10.30 a.m. to 11.00 a.m. ... Every 10 minutes.  
11.45 a.m. to 12.00 Noon ... Every 15 minutes.  
12.00 Noon to 1.00 p.m. ... Every 10 minutes.  
1.00 p.m. to 5.00 p.m. ... Every 15 minutes.  
5.00 p.m. to 6.00 p.m. ... Every 10 minutes.  
6.00 p.m. to 7.00 p.m. ... Every 15 minutes.  
7.00 p.m. to 8.10 p.m. ... Every 10 minutes.

**NIGHT CARS** as on Week Days.

**SATURDAYS.**  
Extra Car at 11.45 p.m.

**SPECIAL CARS** by arrangement at the  
Company's Office, Alexandra Buildings, Des  
Voeux Road Central.

JOHN D. HUMPHREYS & SON

General Managers.

Shanghai 14th June, 1911.

## MITSUBISHI DOCKYARD AND ENGINE WORKS.

All A.B.C., Western Union, and Engineering Codes used.  
Builders and Repairers of Ships, Engines and Boilers, and Electrical Engineers.  
Manufacturers of Centrifugal Condensers, Stone's Manganese Bronze,  
and Parsons' Steam Turbines, etc., etc.

AT NAGASAKI:—Telegraphic Address: "DOCK" NAGASAKI

	Length on Keel-Blocks	Breadth at Entrance on Bottom	Depth of Water on Keel-Blocks
No. 1	510 ft.	77 ft.	26 ft.
No. 2	350 ft.	53 ft.	24 ft.
No. 3	714 ft.	88 ft.	34 ft.

1 Patent Slip capable of lifting vessels up to 1,000 tons.  
The Salvage Steamer "OURA-MARU," 716 tons and 12 knots speed, is always ready at short notice.

AT KOBE:—Telegraphic Address: "WADADOCK" KOBE.

	No. 1	No. 2
Lifting Power	7,000 Tons.	12,000 Tons.
Max. Length of Ship taken in	460 Feet	580 Feet
" Breadth	56 "	66 "
" Draft	22 "	28 "

The Salvage Steamer "ARIMA-MARU," pumping capacity per hour 2,000 tons.  
The Floating Sheerlegs, capable of lifting 40-ton weight.

ANY ORDERS WILL BE PROMPTLY ATTENDED TO AND ESTIMATES SENT ON APPLICATION.

[a761]



## "POMMERY" THE KING OF CHAMPAGNES.

SOLE AGENTS:

**CALDBECK, MACGREGOR & CO.,**

Wine and Spirit Merchants.

[29a]

## P. & O. Steam Navigation Co.

HOMEWARD PASSENGER SEASON 1912.

S.S. "INDIA" (8,000 Tons.)  
CAPTAIN G. W. GORDON, R.N.R.

THIS THROUGH MAIL STEAMER FOR MARSEILLES AND LONDON  
DIRECT, WILL LEAVE HONGKONG ON MARCH 16TH, 1912  
CALLING AT STRAITS, COLOMBO, ADEN, EGYPT, MARSEILLES AND  
GIBRALTAR, AND IS DUE TO ARRIVE AT:  
MARSEILLES - - - - - APRIL 13TH.  
LONDON - - - - - APRIL 20TH.

The Accommodation in this Vessel is at the  
entire disposal of Passengers from the Far East.

FARES TO LONDON:  
1st SALOON £71.10 SINGLE; £106.14 RETURN.  
2ND " £48.8 " £72.12 "

For Further Particulars, apply to

E. A. HEWETT,  
SUPERINTENDENT

**BREWER & CO., LTD.,**  
PEDDER ST., Next to HONGKONG HOTEL. TELEPHONE No. 696.

## LETT'S DIARIES for 1912.

**THE OFFICIAL NAUTICAL  
ALMANAC** For 1912—80 cts.

**MARIE CORELLI'S NEW NOVEL  
"THE LIFE EVERLASTING"**  
\$1.75

**BREWER & CO., LTD.,** BOOKSELLERS, PRINTERS  
& STATIONERS. [a27]

## WEISMANN, LTD.

BAKERS.

CONFECTIONERS.

CATERERS.

RESTAURANTEURS.

14, DES VŒUX ROAD, CENTRAL.

[a54]

## CANTON, MACAO AND WEST RIVER STEAMERS.

HONGKONG TO CANTON—Daily at 7 and 10 A.M. and 10 P.M. (Sunday 10 P.M. only)

(Saturday 7 and 10 A.M. only).

CANTON TO HONGKONG—Daily at 8 A.M., 12 Noon and 5 P.M. (Sunday excepted).

HONGKONG TO MACAO—Weekdays at 8 A.M. and 2 P.M.

Sundays at 9 A.M. and 12.30 P.M.

MACAO TO HONGKONG—Weekdays at 7.30 A.M. and 2 P.M.

Sundays at 7.30 A.M. and 5 P.M.

MACAO TO CANTON—Every Monday, Wednesday and Friday, about 9 P.M.

CANTON TO MACAO—Every Tuesday, Thursday and Saturday, at 4.30 P.M.

CANTON TO WUCHOW—Every Monday, Wednesday and Friday, at 8 A.M.

WUCHOW TO CANTON—Every Monday, Wednesday and Friday, at 8.30 A.M.

The S.S. "SUI TAI," leaving on SUNDAYS at 12.30 P.M., connects with the

Excursion Steamer returning from Macao at 5 P.M.

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

[a144] Hotel Mansions, Opposite Hongkong Hotel.

## WO HING & CO.,

No. 17A, QUEEN'S ROAD CENTRAL.

MANUFACTURERS OF

HIGH-CLASS

## SWATOW DRAWN WORK.

LATEST FASHIONS OF

CANTON EMBROIDERIES, SILK LACES OF EVERY DESCRIPTION

CHOICE ASSORTMENT OF

SILK AND LINEN GOODS, GRASS-CLOTH, ETC., ETC.

INSPECTION SOLICITED. PRICES REASONABLE.

Hongkong, 12th April, 1911.

[a591]

## "BILLIARDS"

OUR New Patent Low Set Express Cushions can be fitted to any BILLIARD TABLE  
making it fit for playing purposes as good as new.

(Freight on a case of Cushions to Bombay, Rs. 4/- on y.)

BEST AFRICAN IVORY BILLIARD BALLS,  
THOROUGHLY SEASONED.

CRYSTAL AND BONZOLINE BALLS, ALL SIZES

WEST OF ENGLAND BILLIARD CLOTHS A SPECIALTY.

WE HOLD THE LARGEST STOCK OF

BILLIARD TABLES, ACCESSORIES AND MATERIALS OUT OF LONDON

ALL ORDERS DESPATCHED BY RETURN MAIL STEAMER.

Illustrated price lists, giving prices and particulars of everything pertaining to billiards,  
can be had on application from the Offices of this paper.

## JOHN ROBERTS & CO., LD.,

BILLIARD TABLE MAKERS AND IVORY TURNERS,

BOMBAY.

[1134-2]

## "SHACKELL"

"SEAL" RED PRINTING INK

IS ABSOLUTELY THE BRIGHTEST RED ON THE MARKET.

SAMPLE GRATIS

## SHACKELL EDWARDS & CO., LTD.

PRINTING INK MAKERS.

ESTABLISHED 1786.

HEAD OFFICE.—5, RED LION PASSAGE, FLEET STREET, LONDON, E.C.

[993]

## THE YOKOHAMA DOCK CO., LTD.

Telegraphic Address: "DOCK," Yokohama.

Codes used:—A.B.C. 4th, 5th Edition, Lieber's, Scott's, A. 1, and Watkin's

DRY DOCK DEPARTMENT:—Telephone Nos. 376, 506, or 681.

No. 1 DOCK. No. 2 DOCK. No. 3 DOCK.  
Docking Length 515 ft. Docking Length 376 ft. Docking Length 481 ft.

Every description of repair work is undertaken. A large assortment of material  
including tail shafts are kept in stock. Two powerful tow boats, floating derrick to  
lift 45 tons, pneumatic, electric, hydraulic plants, etc. Manufacturers of engines, boilers,  
tugs, lighters, constructional steel work, etc. Tenders on short notice by letter or cable.

WAREHOUSE DEPARTMENT:—

106 buildings, principally of brick and steel, 358 entrances. 13 buildings are private  
bonded warehouses. Floor area 73,343 square yards, or 15.1b acres.  
Custom-house brokerage and insurance undertaken. Rates moderate.  
Mooring Basin, 600 feet by 180 feet by 25 feet deep, adjoining the docks and warehouses.

[a715]

## HOTELS

### HONG KONG HOTEL

FINEST HOTEL IN THE FAR EAST

Recently Refurnished and Redecorated.  
Large Airy Public Rooms.  
Electric Lighting, Lifts and Fans.  
Suites de Luxe.  
Bedrooms with European Bath and  
Lavatory attached.  
Perfect Sanitation.  
The new Lounge will shortly be completed.  
A la Carte Restaurant and Grill Room.  
Open 1st December.  
[a31] J. H. TAGGART, Manager.

### BROCKETT'S PRIVATE HOTEL.

FOOCHOW.

WITHIN two or three minutes' walk from  
the Bund, under New Management.  
Excellent Cuisine. Every Attention.  
Terms Moderate.  
House-boat trips and other excursions  
arranged up the river Min, which is unrivalled  
for beauty in China.

J. BLACK,  
Manager.

[1155]

### GRAND HOTEL

QUEEN'S ROAD CENTRAL.

A FIRST CLASS, AND UP-TO-DATE  
HOTEL.

ENTIRELY UNDER EUROPEAN MANAGEMENT

THIS HOTEL has recently been thoroughly  
renovated, extensively enlarged, and is now  
luxuriously furnished and up-to-date in every  
respect, situated in the most central position  
Large and Airy Rooms, Hot, Cold, and Shower  
Baths, Electric Light Throughout and Fans.  
Large and Comfortable Lounge, Private and  
Public Bars and Billiard Rooms. CUISINE  
ENTIRELY UNDER EUROPEAN  
SUPERVISION. Sanitary Arrangements of  
the latest. HOTEL LAUNCH MEETS ALL  
STEAMERS. Monthly Rates for "Firm and  
Dinner. Special Rates for married families on  
application to

FREDERICK REICHMANN,  
Proprietor  
(late Manager of J. H. LYONS (Treaders-  
loading Caterers in London, and  
GRAND ORIENTAL HOTEL, Colombo).  
TELEPHONE No. 197.  
TELEGRAPHIC ADDRESS "COMFORT,"  
Hongkong.

Hongkong, 1st September, 1910. [a43]

### "BRAESIDE." PRIVATE HOTEL.

STANDING in its own grounds with Tennis  
and Croquet Lawns, Large Airy and  
Well Furnished Rooms, every home comfort  
Fine View of the Harbour.  
Telephone, No. 690.  
Apply to Mrs. F. W. YATIS,  
"Braeside," 20, Macdonnell Road,  
Hongkong, 4th December, 1907. [a32]

### VICTORIA HOTEL

SHAMEN-CANTON.

MANAGER—MR. H. HAYNES.  
Telegraphic address—"VICTORIA, SHAMEN."  
SITUATED ON THE BRITISH CONCESSION

### MACAO HOTEL

MACAO

Telegraphic address—"FARMER, MACAO."  
SITUATED IN THE CENTRE OF PRAYA GRANDE.  
Both Hotels electrically lighted, and under  
experienced European Supervision.  
GUIDES AND CHAIRS PROVIDED.  
Every Information and Special attention given  
to Tourists.

REASONABLE RATES.

WM. FARMER  
Proprietor.

[a1084]

ATTENTION, PLEASE

A NEW SILK STORE,

IN

A Prominent Locality in  
Old Post Office:—

EVERYTHING New, Fresh  
and Attractive in Indian  
Chinese and Japanese Silk Goods.  
Prices very moderate. A trial  
earnestly solicited.

G. W. RAMCHAUD & Co.,

Old Post Office Buildings,

Queen's Road Central.

Hongkong, 17th October, 1911.

[1273]



## INTIMATION

**A. S. WATSON & CO., LTD.**

ESTABLISHED A.D. 1841.

## High-Class Confectionery.

WE have just unpacked our NEW SEASON'S CONFECTIONERY imported from the leading London, Parisian and American Houses.

### CADBURY'S CHOCOLATES.

IN FANCY BOXES.  
CHOCOLATES ALMONDS,  
KING GEORGE CHOCOLATES,  
IN BOXES AND TINS,  
BONBONS DE LUXE,  
CRYSTAL ASSORTMENT  
CHOCOLATE CARAMELS,  
NUT CHOCOLATES, and others  
in Great Variety.

### FULLER'S CONFECTIONERY.

ALMOND TAFFY,  
PEPPERMINT LUMPS,  
ASSORTED SWEETS,  
ASSORTED CHOCOLATES,  
ASSORTED NOUGAT,  
CHOCOLATE CARAMELS,  
PEPPERMINT CREAMS,  
CHOCOLATE ALMONDS,  
&c., &c., &c.

### PASCALL'S FRENCH CONFECTIONERY.

NOUGAT, NUTTONA,  
WALNUT TOFFEE,  
FONDANTS, CARAMELS,  
&c., &c., &c.

**A. S. WATSON & CO., LIMITED,**

ALEXANDRA BUILDINGS  
AND  
KOWLOON DISPENSARY.

[25]

#### NOTICE TO CORRESPONDENTS.

ONLY communications relating to the news columns should be addressed to THE EDITOR.  
Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.  
All letters for publication should be written on one side of paper only.  
No anonymously signed communications that have already appeared in other papers will be inserted.  
Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supply for Cash.  
Telegraphic Address: PRESS  
London: A.B.C. 5th St. East  
P.O. Box, 84. Telephone No. 13.

HONGKONG OFFICE: 10A, DES VOEUX ROAD C  
LONDON OFFICE: 131, FLEET STREET, E.C.

## The Daily Press.

HONGKONG, NOVEMBER 4TH, 1911.

Though there is no confirmation of the report that the Caliph of Islam has proclaimed a Jihad in defence of endangered Islam, it is of interest to notice that the Moslems of India are deeply stirred by Italy's aggression in Tripoli. The latest Indian papers contain reports of meetings in all parts of the country at which prayers have been offered for the success of Turkish arms, and resolutions passed to boycott Italian goods. The latter idea, we fancy, may have been inspired by a letter written by Mr. W. T. Stead to *The Times* last month in which he said: "Whatever course the Caliph of Islam may decide upon, the time has come for the proclamation of another Holy War, waged not with cannon and bayonet, but the as yet unused arm of the pacifist, the silent, persistent, but relentless boycott of the nation which in cynical defiance of its own professions at The Hague Conferences of 1899 and 1907 is waging deadly war against the principle of arbitration and of international justice." As *The Times* remarked in a leading article, the idea of a grand international boycott is magnificent, but it is not practical politics or even common sense. There is no likelihood of Mr. Stead's "magnificent idea" being adopted on the grand scale he suggests, and, with the experience India has had of boycotts during the last few

years, it is surprising that the idea has so strongly appealed to the great Mohammedan population of the empire, for if the boycott extends to exports as well as to imports, the people of India would suffer most. Italian imports into India, according to the latest statistics we have, representing but one per cent of the total imports, while the exports to Italy give a percentage of 3.2. The boycott is interesting chiefly as a manifestation of the solidarity which prevails in Islam. To the criticism that there is no more justification for the interference of the Indian Moslems in the dispute between Italy and Turkey, than there was for any of the Christian Powers of Europe to interfere in the war between Russia and Japan, it is replied that there is a genuine solidarity in Islam which is wanting in any other religious system, and this explains, we are told, why it is that the Moslems of India are so much exercised over the war, for "Turkey is the guardian of the Kaaba, and with the integrity of the Turkish Empire is bound up the protection of the holy places of Islam against non-Moslem desecration." In India Great Britain governs a larger number of Mohammedans than exist in any other country in the world, and, holding the views the Moslems do regarding the Italian attack on Tripoli, it is not surprising that they should appeal to the Imperial Government of "the greatest Moslem Power and the traditional ally of Turkey" to use its great influence to put an end to what they describe as "an unjust and unconscionable war."

It will be seen that the question is regarded purely from a religious standpoint. The political reasons for the war are not examined in any of the speeches we have perused. To those who are able to take an impartial view of the whole matter, how simple and childlike must seem the faith which Moslems repose in one of the most backward nations of Europe to guard and protect their holy places. In this age of toleration those sacred places stand in no danger from any non-Moslem power; and if they did, it must be obvious to all who have followed the course of events during the past few weeks that Turkey is utterly incapable of safeguarding them. When Turkey besought the help of the non-Moslem Powers she confessed to the Moslem world her weakness and inefficiency as the guardian and protector of the Moslem religion; and, again, is not a want of faith in her power shown by the Mohammedans of India when they appeal for the help of Great Britain? The British Empire may contain the greatest Mohammedan population, but Great Britain is still a Christian Power, and the King-Emperor reigns alike over Christian and Mohammedan. On religious grounds Catholics have as much claim to Great Britain's support as have the Mohammedans, and it would be just as unreasonable for the Mohammedan population of China to ask for the intervention of the Chinese Government on the side of Turkey as it is for the Moslems of India to ask for the intervention of the Government of the British Empire. For China, according to Moslem authorities has a Mohammedan population of between fifty and seventy millions, though Christian investigators have given estimates as low as three millions. Mr. Broomhall, of the China Inland Mission, who is the author of a very informing work on "Islam in China" gives it as a conservative estimate that the Moslems of China more than equal in number the population of Egypt, Persia and Arabia. There were signs a few years ago of a revival of Moslem interest in China through the Pan-Islam movement, but there are no indications yet that the excitement over the war against Turkey shown by the Moslems in India has spread to the Mohammedan communities of China.

Captain Francis A. Teis, R.G.A., M.V.O., has been promoted to the rank of Major.

At the Magistrate's yesterday Mr. Hazeland fined ten gamblers, who were arrested in First Street, \$3 each.

It is announced that Mr. Henry Koswicz has joined the London committee of the Hongkong and Shanghai Banking Corporation.

Three ricksha coolies, who caused an obstruction at the Star Ferry Wharf, were fined \$3 each by Mr. Wood at the Magistrate's yesterday.

The Sangei Batee rubber factory at Singapore was gutted by fire last week. The loss is estimated at \$70,000 and the property was not insured.

For being in unlawful possession of a quantity of cast iron, Mr. Hazeland at the Magistrate's yesterday fined a Chinese \$10, the alternative being one month's imprisonment.

The Annual Bazaar, on behalf of the poor under the care of the Society of St. Vincent de Paul, takes place to-morrow (Sunday) in the compound of the R. C. Cathedral. The bazaar is held under the patronage of H.E. the Governor.

A sum of \$114,993 has so far been subscribed in the Straits Settlements to the King-Edward Memorial Fund.

The engagements of the Bishop of Victoria for to-morrow (Sunday) are: 11 a.m., proctor for Hospital at St. Andrew's, Kowloon; 2 p.m., give address at the Inter-Denominational Service in the Tai Ko Hall.

Mr. Charles M. Schwab, the American steel magnate, who was in Peking last month, was, there, the *New York Herald* correspondent says, for a conference with Prince Tsai Hsun and other high officials, to discuss the building of a Chinese navy.

We have received from the American Consulate General a copy of the following Typhoon Warning received from the Manila Observatory at 12 noon: Manila, November 3, 11.30 a.m. Cyclone or Typhoon N. of Yap, inclining northward.

Mr. Enrique L. Hurtado, Consul-General for the Republic of Panama, was "At Home" yesterday at the Consulate, 5, Des Voeux Road, on the occasion of the anniversary of the independence of Panama, and received many callers both official and civilian between 12 and 1 o'clock.

Chiefs of police who were yesterday transferred to new stations were given a send-off in the form of a croaker fusillade. Inspector Kerr takes over charge at Yau-mat; Inspector Mofford goes to Wan-chai; Inspector Gordon fills the vacancy at Kowloon City; and Inspectors R. MacDonald and M. O'Sullivan do duty in the Central Station Charge Room.

Admiral Seymour, in his book entitled, "My Naval Career and Travels," emphasises the importance of Hongkong to our squadron and our trade, and says: "It is fortified, of course, but neither in its defenses nor its garrison could it pretend to stand a siege. This might be said of our possessions, the reply, I suppose, being that we hope to command the sea—a hope not so easy of fulfilment now as it was before those modern navies, not requiring my mention, arose."

The President and the Committee of the Ministering Children's League desire to convey their most hearty thanks to all the helpers and stallholders at the League's Annual Bazaar for their ungrudging co-operation and assistance and for the cordial zeal which made this yearly function so successful. They would also tender the following thanks for their grateful thanks for their most generous aid:—The Eastern Printing Office, The Proprietors of Peter's Chocolate, Messrs. Lane, Crawford & Co., Messrs. Kelly & Walsh, Messrs. A. S. Watson & Co., The Robinson Piano Co., and Messrs. Nam Hing Loong.

#### SENATIONAL FIND ON RIVER STEAMER.

ELEVEN BOMBS IN A BOX.

On Thursday night at about 7 p.m. Detective-Sergeant Murphy and a number of Chinese detectives, while making the usual search for opium and arms aboard the river steamers, discovered eleven bombs in a box with a false bottom. The explosives were unearthed on the s.s. Chan Po during the overhaul of the passengers' luggage. The box containing them was found concealed on the deck beneath a quantity of baggage claimed by a queueless Chinese, but the owner of the other baggage denied ownership of the box in question. Sergeant Murphy then decided to examine it, and the searchers, in blissful ignorance of its contents, hauled it out in the rough and ready manner peculiar to carriers. The lid was forced and the box was found to contain what appeared to be a campaigner's outfit. There were cooking utensils, a drinking flask and a number of other articles. These were emptied on the deck and the false bottom was discovered, and when this was removed the bombs were revealed. The discovery startled those in the vicinity, who lost no time in quitting, and as word of the nature of the contents was passed Sergeant Murphy experienced difficulty in getting codies to carry the explosives to the Central Station. Those about the wharf refused the job, but two who knew nothing about the find were procured, and being persuaded that the box contained a load of glass carried it carefully to the station, where the explosives were placed in the magazine. During the forcing open of the box the queueless Chinaman disappeared, but Sergeant Murphy promptly despatched men to the other river steamers, and the owner of the luggage under which the bombs were concealed was arrested near one of the wharves. He was taken to the Central Station, and will be there detained pending an examination of the bombs.

#### JAPANESE EMPEROR'S BIRTHDAY.

Yesterday was the anniversary of the birthday of the Emperor of Japan, and the occasion was fittingly celebrated by the Japanese community in Hongkong. The Japanese places of business were closed, the rising sun flag was displayed from many offices and buildings, and in the afternoon Consul and Mrs. Funatsu were at home at their residence, 19, Macdonnell Road. This function was attended by a large number of European, Japanese and Chinese guests, who offered their congratulations to Mr. and Mrs. Funatsu on the auspicious occasion. The grounds were beautifully decorated, and hospitality was dispensed with typical Japanese generosity, while the band of the K.O.Y.L.I. rendered pleasing selections during the course of the afternoon.

## TELEGRAMS. TELEGRAMS. TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE]

### THE REVOLUTION.

#### REBELS CAPTURE SHANGHAI.

SHANGHAI, November 3rd.

Shanghai City and Kianguan Arsenal have fallen most peacefully. There was a little firing in the dockyard and arsenal, but nothing serious.

In the Chapei district the constabulary mutinied and the officials fled. There was no excitement.

The revolutionary leaders have written to the British Consul announcing that after anxious consideration they have decided to take the city with a view to securing order and restoring confidence in commercial circles. At the same time they ask him to strengthen the guards in the International Settlement so as to prevent possible disorder.

There are a large number of refugees in the Settlement.

["FROM THE 'CHUNG NGOI SAN PO.'"]

#### REBEL SUCCESSES.

PEKING, November 3rd.

Paoting, the capital of Chihli province, has been captured by the rebels.

Tung Shing, a city in Anhui province, also fell into the hands of the revolutionaries.

The soldiers at Ching Ting, an important city of Chihli, and Tung Kwan, in Shensi province, have revolted.

Yuan-shi-kai has reported that the rebels refuse to negotiate with him.

["THROUGH REUTER'S AGENCY"]

#### HANKOW RE-TAKEN BY THE REBELS.

REBEL OFFICERS SUSPECTED OF TREACHERY BEHEADED.

LONDON, November 3rd.

The rebels re-occupied the native city of Hankow on Sunday after continuous fighting.

The rebel battery on Monday fired on the Russian steamer *Pollava*, not permitting her to return to Hankow from the refuge anchorage down the river.

The rebels, suspecting treachery, beheaded the commander of Friday's battle and other officers.

#### YUAN SHIH-KAI RECALLED.

LONDON, November 3rd.

Reuter's correspondent at Peking wires that the Throne has now ordered the immediate return of Yuan Shih Kai.

Meanwhile the Assembly has telegraphed to Li Yuan Heng requesting him to suspend hostilities while endeavours are made to settle the differences between all parties.

#### MUTINY OF TROOPS.

LATE.

Reuter's correspondent at Peking cables that an official despatch states that the Shienkian regiment of Shensi troops while proceeding to assist the Imperialists at Shensi mutinied and killed the Brigadier-General and then bombarded the Manchuk city. They massacred a thousand Manchus, including the Governor and family. The Governor's yamen was destroyed.

#### A CONSTITUTION ON THE BRITISH MODEL.

LONDON, November 3rd.

Reuter's Peking Correspondent cables that the Throne has accepted a memorial by the National Council providing for the framing of the Constitution by it upon the British model.

### THE MEDITERRANEAN WAR.

#### THE AEROPLANE BOMB.

The bomb which was dropped from an aeroplane into the Turkish camp in Tripoli created indescribable confusion.

The soldiers fled in all directions and animals stampeded.

The airmen will repeat their experiments to-day.

#### TO BLOCKADE THE DARDANELLES.

Reuter's correspondent at Rome wires that Admiral Aubry considers the Italian fleet sufficient to occupy several islands in the Archipelago, to blockade the Dardanelles, and to make a naval demonstration before Salonika or Smyrna.

Reuter's correspondent at Malta states that practically all the Italian warships have left Tripoli bound for Turkish waters.

#### THE ALLEGED ITALIAN BUTCHERY.

The Italian Premier has issued an emphatic denial of the wholesale slaughter of Arabs. He says the oasis had to be purged when the Arabs were attacking the Italians in the rear, and 2,200 Arabs had been deported to the Italian islands.

He charges the Turks with killing the wounded, and instances the Bersaglieri, who lost 300 killed and only 14 wounded.

#### BRITAIN NOT TO INTERFERE.

Sir Edward Grey, referring to the alleged massacre of Arabs, said that Britain cannot interfere with the military operations of Italy, as it would be inconsistent with the position of neutrality. He earnestly deprecated the asking of questions which must be offensive to other countries.

Mt. Mason asked Mr. Asquith what action the Government would take to express the horror and detestation of the House at the massacre of Arabs.

The Premier deprecated most strongly such questions, his answer being greeted with loud cheers.

#### AN AUSTRALIAN "NATIONAL MEMORIAL."

LONDON, November 3rd.

At an enthusiastic meeting held in the Town Hall, Melbourne, attended by the Governor-General and the Governor of Victoria, it was resolved to erect a national memorial to the Victorians who fell in the Boer War.

#### BRITISH GOVERNMENT AND BOXING.

LONDON, November 3rd.

In sporting circles the chief topic of discussion is the announcement of the Right Hon. R. McKenna, Home Secretary, regarding boxing, that if the object and intent of the combatants be to subdue each other by violent blows until one can endure it no longer the contest is illegal. On the other hand, a sparring match the object of which is to win by skill and not by the severity of injuries is lawful. Many consider that this deals a death blow at boxing contests.

#### A LONDON AMALGAMATION.

LONDON, November 3rd.

The amalgamation of the London motor buses and the Underground Railways is about to be concluded. It is announced that there will be no raising of fares, but rather some reductions, as well as greater facilities for the public. The capital involved is thirty-three millions sterling.

#### TAXI-CAB STRIKE.

LONDON, November 3rd.

A mass meeting of the taxi-cab drivers decided not to return to work. The Chairman complained that the masters had refused a conference with the men, and also quoted instances of spies making wrong reports.

#### OBITUARIES.

LONDON, November 3rd.

The Rev. Richard Bower, M.A., Canon Residentiary of Carlisle Cathedral, is dead.

Lady Colin Campbell, who was the widow of the youngest son of the late Duke of Argyll, is dead. She was a writer of considerable repute.

The death of the actor Kyrle Bellew is announced.

### EXPOSITION OF HOME RULE.

LONDON, November 3rd.

Mr. Redmond addressed an important and crowded meeting at the City Liberal Club under the auspices of the Government.

Lord Beauchamp presided, and the Master of Elibank, Baron Pirrie, Sir West Ridgeway and other prominent Liberals were on the platform.

Mr. Redmond, who had a cordial reception, dealt with the economical and financial aspects of Home Rule, and emphasised the capacity of the Irish for industrial pursuits. The first fruits of self-government would be the revival of industries. Until Ireland had a native government composed of men understanding the country great questions, such as that of transit, would never be settled. It had been said that Ireland was a beggar accepting bounty, yet her contribution towards Imperial expense, the upkeep of the army and navy and of the Empire had been £329,000,000 for the past century, which was pretty good for a pauper. He admitted that Ireland's contribution had fallen enormously, owing to the increased cost of the Irish administration, which at present was the costliest in the world, largely because a poor country tied up to a rich partner was thereby obliged to indulge in its luxuries. Ireland had had no interest in attempting to economise, but under self-government she would not waste money on over-manned departments, highly paid officers and extravagant legislative schemes as at present. In conclusion, he said that the only safety for the Treasury lay in making a bargain with Ireland and making her responsible for her own government, which would be cheap and efficient, and would impose no more drains upon the British Treasury. The Parliamentary congestion necessitated Home Rule all round. Home Rule was also necessary to gain the hearty goodwill and loyalty of the Irish, and their co-operation in upholding the Empire. (Loud cheers.)

The Master of Elibank moved a vote of thanks to Mr. Redmond.

#### AMERICAN NAVAL REVIEW.

LONDON, November 3rd.

Telegrams from New York report that President Taft reviewed the American fleet, the sight being most impressive as the ships filed past the Statue of Liberty, and the city trembled under the firing of the salutes.

President Taft issued a statement in which he paid a tribute to the efficiency of the fleet but remarked that there was a deficiency in destroyers. Other nations were constructing enormous high speed cruisers, and the United States should be similarly equipped. He concluded by stating that unless the Navy was maintained at the highest efficiency, it was needless extravagance.

#### REBATE ON STEEL.

LONDON, November 3rd.

The principal English and Scotch steelmakers, who last month arrived at an agreement to grant a rebate on certain classes of material provided consumers purchased exclusively from certain British steelmakers, have issued an important circular proposing a rebate of 4s per ton, payable on the fourth of the month after delivery. The signatories embrace upwards of twenty of the largest firms in the country. The scheme does not apply to export material, but is intended to shut out foreign materials sold cheaper in Britain than in the place of origin.

#### FRANCE AND GERMANY.

LONDON, November 3rd.

Reuter's correspondent at Berlin states that Herr von Kiderlen-Waechter and M. Cambon, French Ambassador at Berlin, have initiated a Congo Treaty.

The whole of the Franco-German agreement will be signed on the 4th instant.

#### RAILWAY MEN'S CONFERENCE.

LONDON, November 3rd.

The protracted decision of the Railway Men's Conference has been further postponed owing to differences of opinion.



## TELEGRAMS.

[THROUGH REUTER'S AGENCY.]  
THE FRANCO-GERMAN  
CONVENTION.MOROCCO NOW A PORTION OF FRANCE'S  
COLONIAL EMPIRE.

LONDON, November 3rd.  
The French newspapers express satisfaction at the initialing of the Franco-German Convention relating to the Congo territory. They are generally pleased with the result, which makes Morocco, now a portion of France's Colonial Empire. It is considered that this has been bought at a fair price.

With reference to the Congo, France has secured infinitely better terms than were at first considered likely. She retains the Congo and Ubanghi Rivers, Germany only having access thereto and two small wedge-like strips of territory.

France also obtains the Eastern portion of the northern Cameroons, securing control of the important trade route from the Congo to Lake Chad.

## EARL GREY AS A REFORMER.

LONDON, November 3rd.  
Earl Grey, who was the principal guest at a banquet given in Newcastle, said that after seven years' absence from Home reforms appeared to him deserving of universal support and he proposed to devote himself in the next decade to the task of helping the workers to advance from the status of a hireling to that of a partner.

## THE CATHEDRAL CHOIR CONCERT.

The Concert given by the members of the Choir of St. John's Cathedral at the City Hall last night in aid of the Cathedral Organ Fund was patronised by an audience which filled the hall and showed great appreciation of the items on the programme, which we append:—

PART I.  
Motet: "There is a green hill"..... F. Durstall (unaccompanied).  
Quartet: "The White Palm-tree"..... W. Walcott-Davies (Master T. Martin, Mr. H. J. Best, Mr. J. W. White, Mr. E. B. Balfour).  
Duet: "Love Divine"..... Stainer (Mrs. J. W. White and Mr. R. Peyton-Giffin).  
Piano Solo: "Fantasia Impromptu"..... Chopin (Miss Brotherton Harker).  
Solo with Chorus: "There is a land of roses"..... Teresa (Miss Brotherton Harker).  
Duet with Chorus: "I waited for the Lord"..... Mendelssohn (Master T. Martin and Master S. Johnson).  
PART II.  
Part Song: "The Garden of Love"..... A. Messinger (Mrs. T. L. Perkins).  
Duet: "The Garden of Love"..... A. Messinger (Mrs. T. L. Perkins).  
Piano Solo: "Hungarian Rhapsody" (No. 2)..... Liszt (Mr. Denman Fuller).  
Duet: "The Garden of Love"..... A. Messinger (Mrs. T. L. Perkins).  
Solo and Chorus: "The Garden of Love"..... A. Messinger (Mrs. T. L. Perkins).

The choir comprised about fifty voices and the chorus work afforded good evidence of the very careful training they receive at the hands of Mr. Denman Fuller, the Cathedral organist. The unaccompanied motet "There is a green hill" with which the concert opened, is particularly worthy of mention in this connection.

Most of the performers whose names figure in the programme are well known to local concert audiences, and it need only be said that they fully maintained the reputations they have previously enjoyed. Mr. R. Peyton-Giffin (tenor) and Mr. E. C. Emmott (bass) are new names and they sang in duets with Mrs. Kew very acceptably. Mr. Emmott especially has a rich, melodious voice, which was heard to full advantage in the final song and chorus on the programme. A very pleasing effect was given to the songs of Mrs. Perkins by a five-part chorus which had been arranged and harmonised by Mr. Denman Fuller. Particular mention should also be made of the singing of Master T. Martin who has a sweet, clear and tuneful voice. Above all, this brilliant pianoforte performance call for a special word of commendation. Miss Brotherton Harker played Chopin's Fantasia Impromptu excellently, and an encore had to be given. But the greatest enthusiasm during the whole concert was evoked by Mr. Denman Fuller's masterly rendering of Liszt's magnificent Rhapsody, and in response to the storm of applause which greeted the performance Mr. Fuller played an exquisite serenade.

The concert concluded with the National Anthem.

## RIVER STEAMER BURNED.

News has reached the Colony of the destruction by fire of the West River steamer *Shing Ping*, a vessel which sailed under the Chinese flag, and which was recently built on a Chinese shipyard in Hongkong. The *Shing Ping* has carried numerous cargoes of oil, and her decks to a certain extent become saturated with it. On her last voyage her cargo consisted of firewood and pigs, and she was lying in the harbour of Samshui when the fire broke out. It soon gained a firm hold on the inflammable material with which it was fed, and the efforts of the crew to arrest it proved futile. The blaze continued until the vessel was burned to the water's edge, all that was left of the cargo being a strong aroma of roast pork. The passengers and crew are believed to have escaped.

## LOCAL SPORT.

## FIXTURES AT A GLANCE.

League Cricket.	
Kowloon v. Craighower	Civil Service
H.K.C.C. v. R.C.A.	Other Cricket.
League Football—1st division.	
H.K.C.C. v. R.E.	H.K.F.C. Ground
K.O.Y.L.I. v. N.Y.F.C.	Military Ground
2nd division.	
R.O.C. v. Lusitania	
87th Co. v. Corps K.O.Y.L.I.	
83rd Co. v. 8th Marines	
83rd Co. v. 88th Co.	
Departmental, Bye.	
Bux v. Potter	
Also preliminaries.	

## LEAGUE CRICKET.

## KOWLOON v. CRAIGHOWER.

Kowloon team:—Lieut. Haggard, Messrs. J. P. Robinson, W. L. Wessor, F. de Bone, W. Elson, W. Waterhouse, A. F. R. Raven, A. O. Brown, E. Thurstall, W. Carwen and J. H. Mead. Reserve: Mr. D. J. Macdonald. Umpire, Mr. T. Chace; scorer, Mr. E. White. Craighower:—H. H. Taylor, R. A. Carralho, W. H. Vivash, L. A. Ross, J. V. Braga, E. L. Braga, E. Pestonji, R. Phillips, J. D. Norris, C. Johnston and H. Bava.

## HONGKONG CRICKET LEAGUE.

The following is the table up to date:—

Club.	R.	W.	L.	D.	PTS.
Civil Service	2	2	—	—	6
Kowloon	2	2	—	—	6
R. G. A.	1	—	1	—	0
Police	1	—	1	—	0
Craighower	1	—	1	—	0
K. O. Y. L. I.	1	—	1	—	0
A win = 3 points.					
A draw = 1 point.					

## FOOTBALL.

## TEAMS.

Hongkong F. C. will be represented by:—J. Clark, A. T. Hamilton and J. McCubbin; H. I. Jones, R. C. Barlow and C. Wilkie; K. R. Ford, W. Hadley, H. W. Moon, W. A. Wilson and J. C. Roberts. Kick-off at 4 p.m. prompt.

## BOXING.

The booking for the featherweight contest between Iron Box and Private Potter, which is to be brought off at the City Hall this evening, has been larger than usual, and the hall will doubtless be well filled to witness the fifteen rounds between this clever pair. Arundel and Soruton should also put up a stirring fight, both having the ball-dog quality of failing to recognise defeat. Littlejohns and Martin promise a fast eight rounds, and another four have been set down for the youngsters, Deloroux and Jackson, to decide who is the better man. Bill Lewis, the promoter, will also be seen in two exhibitions, not of the usual milk and water variety, but more water than milk, but more after the American idea of something worth watching. He will first go three rounds with the heavyweight Bart, and when this is concluded another three will follow with Sergeant Piggott.

## H. M. S. "GLORY'S" VISIT TO HANKOW.

A correspondent inquires whether H.M.S. *Glory* (battleship of 12,950 tons and 26 ft. draft) was ever seen at Hankow. The answer is in the affirmative. She arrived there on May 7th and departed on May 10th, 1903.

The following extract is taken from *The Commission of H.M.S. "Glory," 1900-1904*:—  
May 7th, 1903.—We weighed and proceeded at 5 a.m., arriving at Hankow at 11.15 a.m., but not anchoring. Were saluted by foreign ship lying at Hankow, we returning their salute. We then proceeded on to Wu-chang, arriving at 12 noon. Crowds of people lined the front to witness our arrival, being the first big ship that has ever penetrated the Yangtze River so high up. We saluted port (21 guns) on arrival, the salute being returned by Chinese gunboats lying at anchor. British sloop *Egypte* came up from Hankow at 12.15 p.m., having on board the British Consul, who came aboard here on arrival to accompany Commander-in-Chief on his visit to the Viceroy. At 2 p.m. Commander-in-Chief, Consul and all the staff went on shore to pay respects to the Viceroy. On landing at the stage they were received by a large guard of honour (Chinese troops) who were then escorted to the Viceroy's Palace in carriages, being strongly guarded by Mounted Police. Returned at 3.30 p.m. company with Viceroy and staff. The Commander-in-Chief and staff returning to ship in green barge, the Viceroy and staff arriving in their own junk at 5 p.m., to return compliments. They were received by a guard of honour and band, decks were cleared for the visit. After being shown round the ship and working of barbettes, they left us at 5 p.m. We saluted Viceroy (19 guns) on his leaving, the salute being returned by Chinese gunboats. *Egypte* returned to Hankow and we followed at 5.15 p.m., anchoring at 6 p.m. Ships at anchor here: *Egypte*, *Alacrité* and *Satpe* (British); *Tiger* (German); *Eleon* and *Villebois* (American); *Coriaria* (Russian); *Alouette* (French). *Alacrité* took in 25 tons of coal. We saluted British Consul (9 guns) on his leaving the ship.

## BRITISH GAS ENGINES IN JAPAN.

Mr. Boulter, Acting Commercial Attaché to the British Embassy in Tokyo, remarks in his annual report on the increase in the use of gas engines in Japan. Small engines using gas supplied by a local gas company have been installed in a number of small factories for the generation of electric power. Larger factories, small municipal electric light undertakings, and similar enterprises have recently begun to install gas plants for the generation of power. Water-power is unavailing, as gas is found cheaper than steam or oil, and at the end of last year the Imperial Government Railway Board made a contract with a British firm (the Power Gas Corporation, Stockton-on-Tees) for the erection of a power station, in which the electricity is to be generated by gas engines. Speaking generally, the gas engines imported to Japan are chiefly of British manufacture.

## THE REVOLUTION.

## THE RED CROSS.

## ADMIRAL SAH PROMISES PROTECTION.

Admiral Sah, commander of the Imperial fleet, gave his assurance recently of protection to the Red Cross Association of Wuchang and Hankow.

The Admiral was interviewed on board his flagship at Yanglo, by Dr. John MacWilliam, president of the Red Cross Association, Dr. Boock, the Hankow vice-president, the Rev. F. G. Davis, of the American Church Mission, and Mr. David Yu, one of the secretaries of the Association at Wuchang. The party bore a despatch from the Consular body asking for the recognition of the Red Cross Association.

Admiral Sah received his visitors cordially and invited them to his cabin, where they awaited the preparation of the reply despatch in which the Admiral gave his official recognition. In addition to this despatch, which Dr. MacWilliam brought back with him, the Admiral gave the Doctor a private letter of assurance, which reads as follows:—

H. I. M. S. (2) Yu, Yanglo, 23rd Oct., 1911.

President of the Red Cross Association, Dear Sir,—I have the honour to acknowledge with heartfelt thanks and highest esteem the very kind letter of your Association testifying me of the nature of your benevolent undertaking and requesting me to afford protection to your establishment whenever the occasion demands. In reply I beg to assure you that I highly appreciate your undertaking and shall give your establishments the fullest protection whenever I have an opportunity to do so.

With greatest respects I have the honour to be, Dear Sir, Yours most cordially and sincerely,

C. P. SAH, Vice-Admiral.

In the course of the conversation Admiral Sah said that, if it should become necessary for his ships to bomb Wu-chang, he would give foreigners of Hankow full twenty-four hours' notice.

On the return journey the Red Cross boat, running near to the Wuchang shore, was hailed by a revolutionary officer and ordered to stop. Explanations followed, and she was allowed to proceed.

## HONGKONG SHARE MARKET.

Messrs. Vernon and Smith in their weekly share report dated November 3rd state:—Business generally continues dull, and quotations in many instances are purely nominal. "Rubbers" have attracted no attention during the interval, and on the whole closing quotations from London come weaker. Fine Hard Para Rubber is wired at 4 1/2 per lb. quiet. The Bank of England rate of discount remains at 4 per cent, and the open market rate is now quoted at 3 1/2 per cent. Bar Silver closes at 25 1/2, per oz., steady, and sterling T.T. at 1/10.

BANKS.—Hongkong and Shanghai are quiet at \$90 after sales at the rate. London comes firmer with sales at \$83, London register.

MARINE INSURANCES.—Unions are easier with small sellers at \$84 1/2 and probable buyers at \$84. Yangtzes have also receded and can be obtained from the North at \$22 1/2 and 73.

FIN.—Chinese and Chinese are reported sold at \$12 1/2 to a small extent. Hongkong's continue on offer at \$36, but no business is reported.

SHIPPING.—Hongkong, Canton and Macao, are firm with reported sales at \$2 1/2 and probable buyers at \$2 1/2. Indo-Chinese are steady at \$4, and China and Manila at \$11. Shall transports are in strong demand for London account at \$3 1/2.

RENTS.—China Sugars have suffered a further relapse, and after sales at \$12 1/2, are offered at \$12 1/2. A second sale of \$130. Lurons have been booked at the reduced rate of \$30, but at this there are buyers.

MINING.—Rauhs have been booked at \$5.00, \$5.10 and \$5.25 closing with probable buyers at the latter rate. Chinese Engineerings and Charbonnages are unchanged and without local business.

DOCKS, WHARVES AND GODOWNS.—Hongkong and Whampoa Docks are easier with sellers at \$49. Kowloon Wharves have been done at \$49 1/2, and more shares are available. New Amoy Docks are quoted at \$6 sellers. Shanghai Docks at \$11.50, and Shanghai and Hongkai Wharves at \$11.50, the latter after sales.

LANDS, HOTELS AND BUILDINGS.—Hongkong Lands can be placed at \$104, West Points at \$47 and Kowloon Lands at \$23. Hanphrys Estates a quiet with sellers at \$7 1/2 and Hongkong Hotels at \$11.9 and \$75 for old and new shares respectively.

CHINA.—Chinese and Chinese are without change in no business in this section is reported locally.

MISCELLANEOUS.—China Providents are wanted at \$81, Cements at \$4.10, Irons at \$16 1/2, Ropes at \$18 and Steam Landings at \$64. Dairy Farms are weaker with sellers at \$21 1/2. RUBBERS, ETC.—Closing quotations (middle price) received from London by wire to day are as follows:—

Latex	50 1/2
London Assets	8 1/2
London Ventures	1 1/2
United Savings	90 1/2
Allagars	7 1/2
Bata Tiges	55 1/2
Sapongas	22 1/2
Limburg	31 1/2
Anglo-Malays	14 1/2
Rubber Trusts	4 1/2 prom.
Hongkong Electric Trans.	5 1/2
Trombs (The) Mines	100 1/2
Indo-China (combined)	100 1/2
Shells, "bearers"	84 1/2

## CHOLERA AT SINGAPORE.

In view of the fact that the Government of Hongkong has this week despatched a steamer to be infected port, from cholera, the following extract from the *Straits Times* of the 28th ult. will be of general interest:—

A more pleasing state of affairs in connection with the potential epidemic of cholera in Singapore is recorded in the mortality statistics for the week ended October 21. The totals of deaths from the disease was 29, against 49 the previous week. Of the former number five were reported as against 17 the previous week. All the deaths in the Settlement numbered 283, giving a ratio of 46.30 per mille of the population. This is less than the ratio of the preceding period. Among the other diseases tabulated, the following numbers of deaths occurred:—Malaria fever 48 deaths, phthisis 23, convulsions 23, beriberi 14, bronchitis 12, dysentery 20, pneumonia 11. The latest number of deaths, 77 (66 males, 11 females), occurred between the ages of 25 and 35. Twenty-three children under three months of age died. The nationalities were represented as follows:—Europeans 2, Eurasians 4, Chinese 231, Malays 28, Indians 17.

## STEAMER LOST BY FIRE.

## EUROPEAN AND CHINESE SAILORS DROWNED.

## A SHIP CAPTAIN'S EXCITING STORY.

Captain J. Harding, of the steamer *Good Hope*, which arrived at Colombo from Pagomena on October 12, reported to the Master-Attendant the total loss by fire of the Dutch steamer *Leion* in the Sunda Straits. The *Leion* was a steel screw steamer of 3,489 gross tons, and was built by Messrs. Scott & Co. at Greenock in 1892 for the Nederl. Stoomv. Maats. Ocean Company. She was registered at Amsterdam and flew the Dutch flag. Her dimensions were 354.9 x 42.8 x 26.7. The Captain's report runs as follows:—

I herewith beg to report, when on passage from New Caledonia to Gona, and passing through the Sunda Straits on the night of September 30, at 9.30 a.m. on October 2, in fine weather with heavy rain showers, observed dense volumes of smoke bearing N. N. W. At 10.40 a.m. it was quite evident to me that this was some vessel in difficulties, when we decided to stop towards her, and render any assistance that might be required. At 11.30 a.m. we came close alongside the *Leion*, of Amsterdam, which was burning fiercely fore and aft, the only part of the vessel not touched by fire at that time was the poop, on the port quarter the boat tackles were hanging in the water showing that the boat had been lowered and by appearances the crew had left the vessel. We sent a hand aloft to keep a look-out for any signs of the crew in boats, and observed a boat to the N.E. distant about four miles. We steered towards her, and at noon came up to one of the steamer's lifeboats containing the Captain and twenty-two other members of his crew. The position of the burning vessel was then lat. 4 degrees 55' S. Long. 102 degrees 16' E.

## CAPS FLOATING ON THE WATER.

We enquired if there were any more of the crew afloat, and were informed that there was another boat containing seven Europeans and seventeen Chinese, but they were quite confident that these men had lost their lives alongside the vessel, as shortly after lowering the boat in the water they were in difficulties, and during the night they heard cries, but at daylight they saw no sign of the boat, but several caps floating on the water.

We kept a good look-out during the whole of the afternoon, moving the engines dead slow, but saw no signs of the remainder of the crew, and at sunset we steered towards Benkulen, which was then distant about 70 miles, as I had a need with the Captain to have to off Palo Tikas at daylight the next day to enable him and his crew to land in their own boat, which we were leaving eastern. After making them all as comfortable as we could, and giving them a good night's rest, we at 7.45 a.m. on October 3, arrived off Palo Tikas, distant about 4 miles, and at 9.10 a.m. they left for Benkulen, it being their intention to call at Palo Tikas lighthouse for assistance to conduct them through the reefs. At 8.15 we proceeded on our voyage, hoping that they got safely ashore in their destitute condition as, when we picked them up, some were in a very pitiable state through shock and exposure. Apparently the fire had broken out very suddenly at about 10 o'clock on the night of October 1 in the vicinity of the funnel, and the whole amidship spaces and bridges were immediately enveloped in flames, and it was with great difficulty that they managed to get a lifeboat in the water. In fact the second officer's boat was burnt in the attempt. The captain and some others were rescued by the first officer off the forepart of the vessel, where they had been out off by the flames.

## SERIOUS DANGER TO NAVIGATION.

It is quite possible after the fire has burnt itself out that the hull will be drifting about and become a serious danger to navigation on dark rainy nights now experienced off the Sunda Straits and Java Coast, and a warning should be given to all vessels bound towards Sunda Straits or Torres Straits. At the time of leaving the burning vessel we were about 25 miles North of England Island and were finding a S.E. current of two knots per hour, which is setting her down off the entrance of Sunda Straits, and after becoming much lighter she may be greatly influenced by the land and sea breezes prevalent off the coasts.

The list of crew saved includes:—Capt. B. de Boer, Surgeon H. S. Nelson; officers: J. B. V. d'Wierf and G. Joosten; engineers: J. B. Mewe, J. Schaan, G. de Graat, and J. F. Hierboom; lamptrimmer, J. Schuyder; Doorman R. Bottinga; able seamen: A. de Vries, R. de Boer, S. Matheson, A. Konink, A. Koller, J. V. de Bent, F. de Grave, and J. Von Mussen; stewards: P. Fuchs, S. Sperke, and D. H. Goodwin; 2nd cook, S. Aoton and Chinese cook, Ny Ta.

## ANOTHER REPORT.

The *Yusakuhi*, which arrived at Colombo from Samarang, the same day, made the following report:—"Passed Alfred Holt steamer on fire and deserted. Vessel red hot. Could not board. Latitude 5° 12' S. Longitude 102° 49' E. Letters discernible *Leion* and *Livepool* on stern."

The officers of the *Good Hope* considered there was very little chance of any of the missing men being alive. They stated that the place where the *Leion* went down was tested with torches, and they were informed by one of the crew they reasoned that several sailors had jumped overboard and had never been seen again.

## CRUELITIES OF CASTE SYSTEM.

A distressing case has been brought to light in which a Hindu woman was driven to committing suicide under circumstances which have been deservedly made the subject of police scrutiny and prosecution. The facts of the case, according to an Indian exchange, are heart-rending, and it is possible one of numerous incidents occurring every day of the year in which the victims of the outrage succumb to similar indignities with quiet resignation. Like them this case would have been obscured from public vision had it not been for the tragic sequel to what formed a painful and shocking episode. This case is not less excruciating than that in which a woman was driven to her husband's house, and the death of her husband is forced among the Hindus to yield to similar tortures. In no civilized countries would such monstrosities be overlooked, as they have been in India through timidity of offending caste susceptibilities. The policy of non-interference with customs and caste privileges has its limits, and a limit is surely reached when it borders upon the question of the protection of women against brutal treatment. The educated classes among the Hindus ought to realize that this custom is one which casts an indelible slur upon their national name. Considerations of humanity, if not of civility, should make them look upon it as both highly sinful and barbarous.

## NEW RISKS FOR OLD.

## HOW MERCHANTS ARE AFFECTED BY THE TURCO-ITALIAN WAR.

## Mr. L. A. Atherley Jones K.C., M.P., author of "Commerce in War," writing in the Daily Express of the 5th inst., says:—

The existence of a belligerency between the Kingdom of Italy and the Ottoman Empire imposes upon the subjects of all neutral States the obligation of observing the rules which those Powers, doubtless in general accord with the main principles which have hitherto governed the action of belligerents in relation to neutral commerce, will respectively seek to enforce against persons trading with the enemy.

The geographical condition of Italy and Turkey predicated that the war will largely partake of a naval character and is calculated in a considerable degree to affect the commerce of neutrals.

As the British mercantile marine is largely concerned in intercourse with both States, it is desirable to draw the attention of merchants and shipowners to the principal risks to which they may be exposed in carrying on their trade.

It is scarcely necessary to state that the fitting-out by the subject of a neutral State of any armament, naval or military, with the view of rendering assistance to a belligerent with whom his own country is in amicable relations is an offence against the municipal law of his own country and exposes the offender to prosecution.

Any other direct assistance by a neutral subject to enable a belligerent to carry on his military or naval operations, e.g., by permitting his ship to be chartered by a belligerent for the conveyance of troops or naval or military stores, would identify the ship which rendered such assistance with enemy service and render it liable to capture and destruction. On the other hand, by the Treaty of Paris a neutral ship may carry cargo which is the property of a belligerent without being liable, subject of course, to the rules governing contraband and blockade.

The Declaration of London purports to contain an exhaustive list of the articles which fall within the category of absolute contraband, i.e., commodities which immediately serve the purposes of warfare, such as arms and munitions of war. That list does not materially differ from the list which it has hitherto been the custom of nations to sanction through houses, generally extended by many Powers, including Great Britain, are now included thereby, and Japan, included by Russia during her war with the Ottoman Empire, is thereby excluded.

It must be remembered that the Declaration of London is not yet international law, for though the principal nations are signatory thereto, it has not been formally ratified.

## CONDITIONAL CONTRABAND.

With regard to absolute contraband, its access to any part of either belligerent country is absolutely prohibited, and breach of such prohibition entails forfeiture of ship and cargo at the hands of the belligerent aggrieved. Among articles of absolute contraband are included some commodities which have a civil as well as military use, such as coal, and fuel of other descriptions.

Articles of conditional contraband form the most material part of the ordinary commerce of nations, and these, under the customary law of States, are only liable to capture if the ship carrying them is an actual transit for a particular place, where the fleet or army of the enemy may be, or for a port of naval or military equipment. On the other hand, if the ship be destined for an ordinary commercial port in the enemy's country, they are immune from capture and the trade is perfectly legitimate.

It should, however, be observed that although the Declaration of London is not yet technically in force, it has been provisionally accepted by the principal Powers, including Great Britain, and that it is quite possible that one or both of the belligerents may apply the provisions thereof relating to conditional contraband for the purposes of the present war, in which case, as this country has given its sanction thereto, it would be extremely difficult for a British subject to combat successfully its application to his case in a foreign Prize Court, and, obviously, diplomatic action in derogation thereof would be unavailable.

The Declaration of London materially enhances the risk of neutrals in the transmission of conditional contraband to a belligerent State. The prohibited destinations mentioned in a preceding paragraph are extended to the case of goods destined for use of a public department of a belligerent State, to a contractor or merchant who is commonly reputed to supply articles of the character transmitted to the naval or military forces of the belligerent, e.g., a merchant who has contracted with the government of his country to supply corn or other provisions for its army or navy; to a port, which, though not naval or military, may yet be capable of serving as a base for the supply of such articles as provisions, for the use of the army or navy of the belligerent. It is obvious, therefore, a new and very onerous duty is imposed upon shippers and shipowners in the necessity imposed upon them to ascertain whether their cargo or any part of the ship's cargo is not so destined, a task which will almost invariably be of no slight difficulty and often impossible.

British merchants and shipowners must also be prepared for a contingency—not altogether unprecedented, for the Russo-Japanese war afforded one, or two instances in point—involving the destruction of the ship and cargo in which they are interested without the admission of any claim to compensation; for if a neutral ship carrying, it may be, a miscellaneous cargo has on board a moral quantity of contraband, it may, in the discretion of the belligerent naval commander, be destroyed, to either with all the cargo and other effects on board. Great Britain, who, until she assented to the provision of the Declaration of London which authorizes this treatment of neutral ships, always repudiated any such right on the part of a belligerent, has now afforded it conventional force, and has thereby imposed an apparent and shipowners a duty of securing, before a ship proceeding on a perfectly legitimate voyage to a belligerent leaves port, whether or not among her cargo may be found any commodity which a naval commander may regard as contraband, at the peril, if they fail so to ascertain, of losing ship and cargo.

## ATTRACTIVE OF A MALAY HOTEL.

We are accustomed to reading in the guide books that the local hotels are the best in the East, that it is refreshingly, says the *Java Times*, to come across a description of a hotel in the little town of Kuala Lumpur, in the Federated Malay States. Here are a few points which our hotel proprietors might notice:—Bedrooms 27 feet by 24 feet by 20 feet, each with two electric 25 c.p. lamps, electric bell and electric fan. A bathroom 30 feet by 12 feet attached to each bedroom, and fitted with taps, floored with coloured tiles, walled with white Minton tiles. A long, continuous corridor, 625 feet in length, by 12 feet broad. Each electric bell fitted with "return" ring, so that the visitor knows at once whether he is being attended to.

## INTIMATIONS

COULD NOT REST FOR  
INTENSE ITCHING

Sore Places on Arms. Scabs Formed then Came Off, Leaving a Raw Spot. Tried Cuticura Ointment One Night. Next Morning Skin Smooth. Cured by Cuticura Remedies.

"About two years ago, sore places began to come on my little boy's arms. They looked just like the scabs left after a bad case of Eczema. A small ointment on top of the sore spots and the itching went away. I tried various remedies, but they did not get any better. The poor child could not rest for the itching. I took him to the doctor who said he had Eczema. He said it would take a long time to cure him, and that his feet would be too itchy for me. Then I tried a little Cuticura Ointment. As soon as I put it on, it relieved the itching pain and he went to sleep. The next morning the scabs were gone and the skin felt smooth. I used the Cuticura Soap and Ointment for a week. So I put a box of Cuticura Soap and a box of Cuticura Ointment. The scabs started to peel off and there was new skin underneath. When the scab came off it left a raw place. When I used Cuticura Ointment I was much surprised, the next morning, to find all the roughness gone and the skin felt smooth. After I had used the second lot of Cuticura Soap and Ointment he was cured. His skin is now clean, clear and smooth, and I cannot tell you how thankful I am for the good Cuticura Remedies did for my baby." (Signed) Mrs. J. H. Phillips, 108, Radford Road, Croydon, Surrey, March 22, 1910.

Cuticura Remedies are sold throughout the world. Agents: London, 27, Chancery Lane; Australia, 22, R. Town & Co., Sydney; India, B. K. Paul, Calcutta; Hong Kong, 27, Chancery Lane; Cape Town, 27, B. K. Paul & Co., Cape Town; Singapore, 27, B. K. Paul & Co., Singapore. Post-free, Cuticura Soap and Ointment on the skin.

## Chas. J. Gaupp &amp; Co.








# ELLIMAN'S

## Embrocation



**"ROYAL" IN THE STABLE.**  
ELLIMAN'S  
for Sprains, Rheumatism, Cuts, Bruises, Swellings, Sprains, Stings, Burns, Scalds, Itches, Pains, Aches, and all other ailments of the skin and muscles. It is a most valuable remedy for all such cases. It is sold in bottles of 1/6 and 1/3. It is made in England.

**"UNIVERSAL" HUMAN USE.**  
ELLIMAN'S  
for Rheumatism, Sprains, Cuts, Bruises, Swellings, Sprains, Stings, Burns, Scalds, Itches, Pains, Aches, and all other ailments of the skin and muscles. It is a most valuable remedy for all such cases. It is sold in bottles of 1/6 and 1/3. It is made in England.

ELLIMAN, SONS & CO., SLOUGH, ENGLAND.

## HANDWRITING AND SPELLING.

The Civil Service Commissioners have given notice that, in each subject of examination at the competitive examination to be held at the end of November for admission to Woolwich and Sandhurst, deductions, up to the limit of 10 per cent. of the maximum mark, will be made for handwriting which is difficult to read, and likewise for bad English spelling. Many people either way it should not have been made long ago or why it should be thought necessary to make it now. Is it that the handwriting and spelling of candidates for commissions in the Army have deteriorated of late, or is it that these lowly but important qualifications of an officer and a gentleman have not hitherto been thought worthy of the attention of the Civil Service Commissioners? Legible handwriting and, at least, decent, that is, not illiterate, spelling, says *The Times*, are surely indispensable requirements—albeit of a very modest order—in young gentlemen who aspire to hold the King's commission. If a youth writes illegibly, that is a proof either that he has been badly taught or that he has been too proud or too stupid to profit by good instruction. If he spells thoroughly badly—that is, worse than a man of an education who has no special aptitude in the matter ought to allow himself to spell—that again is a proof that he is either incorrigibly stupid or incorrigibly lazy and inattentive. In all these cases, with the possible exception of that of bad teaching, it might fairly be held that such youths are not wanted in the Army.

The two faults, however, that of illegible handwriting and that of bad spelling, stand quite a different footing. The former springs from entirely different causes. Illegible handwriting, especially in the case of the young, may, sometimes, though we suspect very rarely, be the result of inefficient teaching, and sometimes of overpressure; but it is surely much more often the result of carelessness, inattention or slovenliness on the part of the pupil. In the case of adults it is, no doubt, sometimes brought about by what is known as a "writer's cramp," or by some similar physical defect, and in that case no one would impute blame. But, though defects of this kind may sometimes be congenital, yet, broadly speaking, we may say that if a young man writes illegibly it is because he has not chosen to learn to write legibly. Nearly every one can learn to write legibly if he chooses, and if he has once learnt to write legibly there is no reason, except caprice, the evil following of an evil fashion, or his own slovenliness why he should ever cease to write legibly. The fault of bad spelling, on the other hand, being still made of the physical disabilities already mentioned. It is often held that a man who has to write much and fast must needs write badly in the end. But, in the first place, this can rarely be the case with young men, and, in the second place, Palmerston must have been a ready and a copious writer, and often a rapid writer, throughout his long official life, and yet Gladstone used to say that Palmerston's handwriting was one of the two most perfect things in human accomplishment—that he had ever known—other than the voice of the third Sir Robert Peel, the eldest son of the Prime Minister. There are fashions in handwriting, of course, as there are in all other things wrought by human hands, from battle-axes to bonnets. We may see their effect in the remarkable change that has come over women's handwriting since the days of our grandmothers, and that is itself a proof of how easy it is to establish a fashion of writing legibly—or rather neatly, as, if men and women were so minded. That, indeed, is the one fashion in writing that ought never to be allowed to get out of date. Legible writing is not, of course, the only form of good writing. Some good writing is a work of art—not attainable by those to whom a sense of artistic form and the power of realising it by hand have been denied—but there is no good writing which is not legible to those who are familiar with the particular kind of script employed. If people would only bear in mind that legible writing is, except in cases of physical disability, merely a matter of care, attention, and painstaking well within the reach of every one who chooses to strive for it, there would be much less bad writing among us than there is.

and the Civil Service Commissioners might confine their attention to the weightier matters of a liberal education.

Spelling, however, is a different matter. Some people are, as it were, born free in the matter of spelling; others only attain comparative freedom at a great price of labour; striving, and frequent in success; some few never seem able to attain it all. Some children, even of tender age, will, as soon as they have learnt to read, be found capable of spelling correctly words of many syllables which they can never have encountered in their elementary reading books. They seem to be endowed with a sense of form and an instinct for analogy which are seldom at fault. To them spelling presents no difficulty until they come to this many English words which may be spelled in more than one way, and then, of course, they are no better off than the rest of us. On the other hand, there are not a few adults, otherwise thoroughly well educated and well read, who never thoroughly master the art of spelling. Of course the whole difficulty is greatly increased by the chaotic system of spelling which prevails in the English language and its purely arbitrary relation to pronunciation. It is, therefore, perhaps a little harsh to put bad spelling on exactly the same footing as regards deduction of marks in an examination, as illegible handwriting. The latter is nearly always in large measure the fault of the offender. The former is not seldom the mere occasional manifestation of a peculiar mental idiosyncrasy—the lack of a power, which some people have from the very earliest stages of their education, of directly envisaging a word as it is spelled and of spelling it correctly almost by instinct. We would not set great store by this gift nor would we severely penalise its absence. After all, English spelling is so largely unsystematic, inconsistent, and even arbitrary that some allowance may well be made for those who are unconsciously impelled to make it more phonetic, and to that extent more logical, than it is. The fact is that there is bad spelling which is illiterate and bad spelling which is not. We all know the difference when we see it, though it might be difficult to define it precisely. Mr. Waller's love-letter was not only ill-spelled but illiterate. But there are many occasional lapses in spelling perpetrated by well-educated people which it would be harsh to call illiterate. We trust, therefore, that the Civil Service Commissioners will be a little tender towards failings such as these, however serious they may be towards illegible and slovenly handwriting.



—“And you must take Sanatogen regularly for several weeks”

This urgent advice is given by physicians every day, in every civilised country, to sufferers from Nervous Debility, Brain-fag, Lack of Vitality, Sleeplessness, Disordered Digestion, Poverty of Blood and various Wasting Diseases.

Physicians know that Sanatogen is a true scientific compound of organic phosphorus and pure concentrated proteid, forming a new substance which is eagerly and completely absorbed by the tissues and possesses unique tonic and reconstructive qualities.

## The Supreme Restorative.

Physicians can speak from experience of the great recuperative effects which Sanatogen has upon the brain, nerves, blood and muscles. They have watched its revivifying action upon people whose nervous strength has been depleted by over-work, worry or disease. They have noted how Sanatogen gives lasting benefit, how it regenerates the appetite and digestion, brings back the bloom to the cheek, replaces wakeful nights by sound refreshing sleep—in short, enables the human machinery to perform its functions so perfectly that the patient loses his depression of spirits, gains confidence and courage, and finds life again worth living.

## Fighting Malaria and Dysentery.

Apart from its value as a general tonic, Sanatogen is of the greatest service to the physician in fighting Malaria, Dysentery and other scourges of tropical climates.

On this subject, Dr. H. H. W. H., of Babugarah, United Provinces, writes:—“I have much pleasure in certifying to the value of Sanatogen in cases of Dysentery, Enteric Fever and other exhausting diseases. I have used it regularly in my practice for the past two years, and in no single instance have I been disappointed with its results. I can honestly affirm that many of my worst cases owe their recovery to Sanatogen.”

## Try Sanatogen To-day.

At the head offices of the manufacturers of Sanatogen there are filed more than fourteen thousand letters from practising physicians who certify to the value of Sanatogen. Truly a magnificent monument to the value of this unique tonic-food!

But no less impressive is the enthusiastic testimony of patients themselves. Thousands of well-known people in every walk of life have publicly testified to the wonderful benefits they have received from Sanatogen, and a few of their letters are reproduced here.

Begin to take Sanatogen to-day, and thus lay the foundation of new health and nerve force. You can get Sanatogen in Hong Kong from Messrs. A. S. Watson & Co.; The Sincere Co., Ltd., 215/21, Victoria Road; and of all Chemists.

The Hon. Mr. Justice Robertson,  
Judge of the Supreme Court, Lahore, Punjab, writes:—“My experience with Sanatogen has been very favourable. I took it for some months during the most trying season of the year, and found it a great strengthening.”

Sir Charles A. Cameron, C.B., M.D., etc., writes:—“Sanatogen is a substance of the highest nutritive value, containing as it does a large amount of organic phosphorus, and exactly the form in which it can be easily absorbed. It is an excellent nerve food.”

Mr. Shirley Trepassey, Editor of “Capital,” 28, Olive Street, Calcutta, writes:—“I cannot speak too highly of Sanatogen, it not only kept me up during a sharp attack of fever, but afterwards restored me once more to full vigour. In fact, I was better and stronger after this course of Sanatogen than before the attack.”

“The Medical Times” says:—“There is no doubt whatever that the nutrition of patients taking Sanatogen improves wonderfully, due in all probability, to its being easy of assimilation and to the organic absorbable phosphorus which it contains.”

Sir Gilbert Parker, B.P., the popular Novelist, writes:—“20, Carlton House Terrace, S.W.—I have used Sanatogen with extraordinary benefit. It is to my mind a true foot-tonic, feeding the nerves, increasing the energy, and giving fresh vigour to the over-worked body and mind.”

Prof. Dr. C. A. Ewald, of Berlin University, writes:—“I have used Sanatogen in a number of cases, mainly of a nervous or neurotic origin, and have obtained excellent results.”

LIFE WITHOUT HEALTH IS LIVING DEATH.  
VETARZO BRAIN AND NERVE FOOD

This remarkable compound, the latest discovery of modern times, is without equal in all cases of defective nerve and brain power, whether induced by worry, overwork, dissipation, or other influences. Symptoms: Sleeplessness, palpitation, defective circulation, nervous dyspepsia, the or neuralgia, low spirits, mental and bodily prostration, want of confidence, general debility, premature decay or deficiency of the vital forces, loss of vitality, increasing disease, restlessness that can settle to nothing, irritability of temper, female complaints, hysteria, backache, bearing down sensations, wasting disease, consumption, night sweats, muddy, high-coloured water, etc., are all so many different phases of brain and nerve prostration, and the cause of all by far the greater portion of the misery, ill-health, and dependency by which we are confronted on every hand, that can only be successfully combated by the use of this wonderful and highly scientific preparation. Having up the system generally, it gives tone to the exhausted nerves, arrests all weakening wasting discharges, restores the failing energies, and imparts new life and vigour to those who had so recently seemed played out, used up and valueless. Bottles Price 2s. 6d.

WITHOUT PURE BLOOD HEALTH IS IMPOSSIBLE.  
VETARZO BLOOD MEDICINE

Never before was there anything like it, nor can its marvellous properties ever be equalled in all cases of poor blood, impurity, or other imperfection of the blood from whatever cause arising. No sooner is it introduced into the system than it permeates and penetrates to the minutest capillaries, overcoming and expelling disease, wherever and in whatever form met with; removing all blotches, pimples, scurf, seborrhea, scrofulous and glandular swellings, discoloration, roughness, and unsightly patches, etc. No effects are almost magical in the treatment of gout, rheumatism, sciatica, lumbago, pains and swellings of the joints, discharges, blood poisons, eczema, lepra, psoriasis, bad legs, and tetter, and, in all cases, wounds, sores, ulcers, or beriberi neck, it improves the general health, and quickly removes long-standing bronchitis, asthma, and hacking, straining, spasmodic cough, too often the precursor of consumption. Bottles Price 2s. 6d.

Send stamped addressed envelope for free booklet, or P.O. 2/6 for first bottle of either remedy, to THE VETARZO REMEDIES CO., 60, FIFTH AVE., LONDON. Unprincipled Vendors may try to sell you something else for extra profit—do not accept it, but insist on having VETARZO. The genuine has the words “VETARZO REMEDIES” on Government Stamp.

VETARZO REMEDIES ARE SOLD BY BOOTHS, CASH CHEMISTS.

## PANAMA CANAL SHIPPING ENTERPRISE.

**THE AMBITIOUS AMERICAN SCHEME.**  
Something of a stir has been caused in shipping circles in America by the incorporation in Trenton, New Jersey, of the Atlantic and Pacific Transportation Company with a capitalization of \$15,000,000 (£3,000,000). It has been formed with the object of bidding for the Post Office contract for an independent mail service from New York to Colon, from New Orleans to Colon, and from Seattle to Panama, the vessels using the Canal to pass from one ocean to the other. The promoters are Mr. Bernard N. Baker, who was president of the Atlantic Transport Company until its absorption by the International Mercantile Marine; Mr. C. G. Hein, formerly treasurer of the same company; Mr. T. B. Harrison, formerly secretary of the company; and Mr. A. H. Boole, who was the Boston partner of the American Agency of the Wilson Steamship Lines of Hull. They propose to build 15 fast mail steamers, and a fleet of auxiliary freight steamers, besides a number of specially constructed steam barges to navigate the shallow rivers and harbours of Central America. Each of these barges is to be equipped with a banking and clerical force with the idea of supplying the lack of American banking facilities in those regions.

**POST OFFICE PRECAUTIONS.**  
In accordance with the Post Office regulation that no bid will be considered which comes from persons in any way interested in transportation by rail, the directors of the company will be required to take oath that they are entirely independent of the railways. Mr. Baker was commissioned by the War Department three years ago to make an investigation of the prospects of trade between the Atlantic and Pacific coasts through the Canal. He reported that the transcontinental railway pool had been paying \$1,000,000 annually to the Panama Railroad Company to suppress water competition by way of Panama. Since the Government took over the railroad this practice has, of course, ceased, but there is a natural fear that by some occult method competition may again be restrained, and hence the rigid precautions taken by the Post Office and by the company itself.

**TRAFFIC ESTIMATES.**  
The company has prepared figures showing that the annual traffic from coast to coast was estimated by the carriers two years ago at 3,000,000 tons. With an increase of 10 per cent. each year the traffic will, it is believed, reach 4,200,000 tons when the Canal is opened. Within easy water communications of the company's terminals at Panama and Colon Mr. Baker estimates that there are 14,000,000 people, representing \$155,000,000 of commerce, of which less than \$27,000,000 is now carried on with the United States.

Of formidable competitors for the contract, which will mean a total maximum subvention of \$775,000 a year, there appear to be none in the field as yet, although, according to Mr. Baker, agents of the International Mercantile Marine Company have been prospecting along the Pacific coast. The Morgan interests, however, are so closely identified with the railways that the promoters do not fear their competition.

## ANNE OAKLEY

The World's Greatest Lady Rifle Shot

Uses and Recommends

NEWBRO'S  
HERPICIDE

THE ORIGINAL REMEDY THAT KILLS THE DANDRUFF GERM.

“Travelling as I do continuously, I have been troubled a great deal with dandruff and falling hair, until I tried Herpicide I never found a remedy that was satisfactory. Herpicide is a delightful preparation that fulfills the claims made for it, and no lady's toilet is complete without it. I highly recommend it to my friends.”  
(Signed) ANNE OAKLEY.

It is certainly significant that Miss OAKLEY, the celebrated rifle shot and theatrical star, who has travelled so extensively abroad, should choose Newbro's Herpicide as the MOST EFFICACIOUS remedy for the scalp. No one would doubt her opportunity to choose the best, and those who have seen the natty and winsome Miss OAKLEY will not doubt her power of discrimination in matters of this sort.

Newbro's Herpicide is a scientific germicide and prophylactic for the hair and scalp; it destroys the germ or microbe that causes dandruff, itching scalp and falling hair, after which the hair will grow as nature intended, except in cases of incurable baldness.

Extraordinary results sometimes follow the continued use of Newbro's Herpicide. If your hair is dull, brittle or lustreless, don't wait until it begins to fall, but save and beautify it with Newbro's Herpicide. In addition to its wonderful medicinal qualities, Newbro's Herpicide is the daintiest and most delightfully refreshing hair dressing available. The first application proves its goodness. TRY IT.

Herpicide contains no grease, it will not strain or dye, STOPS ITCHING OF THE SCALP INSTANTLY.

AT DRUG STORES—SEND 10c. IN STAMPS TO THE HERPICIDE CO., DEPT. N., DETROIT, MICHIGAN, FOR A SAMPLE.

SEE WINDOW DISPLAY AT  
A. S. WATSON & CO., LTD.,  
THE HONGKONG DISPENSARY,  
SPECIAL AGENTS.

307-1]





## HEADACHES.

## The Cause and Remedy.

Sick and Nervous Headaches are but the symptoms of other ailments to which they are merely sympathetic, such as Indigestion, Biliousness, Constipation, or some other irregularity of the system. Many women habitually suffer from Headaches, which make life a daily purgatory. Indeed this complaint may be regarded as peculiarly an affection of the feminine sex, an ailment common to all women from girlhood to old age. If men suffered from Headaches as women do, business would be at a standstill, but the truth is that a woman's headache is generally due to womanly causes. Dr. Morse's Indian Root Pills get at the cause. They aid the digestion and assimilation of food, cleanse the system and purify the blood, and are a positive cure for sick headache, biliousness and stomach disorders.

They are a perfect Blood Purifier and a positive and permanent cure for Biliousness, Indigestion, Constipation, Headaches, Sallow Complexion, Liver and Kidney Troubles, Piles, Blotches, and all Female Ailments.

**DR. MORSE'S**  
**INDIAN ROOT**  
**PILLS**  
FOR THE LIVER

For Sale by Watkins, Ltd., Wholesale and Retail Agents, and Chemists and Stores generally at 6d per bottle, or will be forwarded on receipt of price by The W. H. COMSTOCK CO., Ltd., (Sole Proprietors) 21 Farringdon Avenue, London, England.

THEY DO NOT WEAKEN. THEY DO NOT SICKEN. THEY DO NOT GRUPE.

## OXFORD LOCAL EXAMINATIONS.

## HONGKONG CENTRE 1911.

**HONOURS LIST.**  
Senior Candidates who satisfied the examiners, and obtained honours and the title of Associate in Arts:—

**Second Class Honours.**  
• Mok Hing-cheung ... .. D

**Third Class Honours.**  
Cheung Kai ... .. J  
H. Winau ... .. D

## PASSES LIST.

Senior Candidates born on or after July 1st, 1892, who satisfied the examiners and obtained the title of Associate in Arts:—

J. M. Anderson ... .. D  
R. D. Baptista ... .. J  
C. Breitenfeldt ... .. D  
Chan Chien-hoi ... .. J  
Chan Tu-cho ... .. J  
Chik Kam-kwong ... .. J  
W. Egan ... .. J  
• Fung Ho-hung ... .. D  
J. M. Hall ... .. D  
Lai Hui-chin ... .. S  
Lai Hui-yung ... .. S  
Lau Fok-ling ... .. J  
• Lo Kwan-ai ... .. S  
Lo Shiu-fan ... .. J  
Lo Yik-hin ... .. J  
S. Moosham ... .. J  
H. A. Ozerio ... .. J  
T. Roman ... .. J  
• She I-on ... .. J  
A. Tang Cheo-ko ... .. J  
• Wong Oi-kut ... .. S  
Wong Po-cho ... .. S  
Wong Tai-cho ... .. J  
M. A. Xavier ... .. J  
J. Young ... .. J  
+ Yang Hui-hang ... .. C  
+ Li Yung-ang ... .. SG  
+ Ma Hing-yang ... .. SG  
+ Ng See-ling ... .. C  
Woo Foon-ye ... .. C

## Over-Age List.

Containing the names of the Senior Candidates who having been born before July 1st, 1892, satisfied the examiners:—  
+ Chan Wing-to ... .. P  
+ Chan Chiu-yun ... .. PT  
Lau Chan ... .. S  
+ Tang Ying-lam ... .. S  
Wong Po-shan ... .. PT

## Seniors—Special.

All previously passed, and all again pass and receive Certificates:  
H. H. Ng, A.A. ... .. C  
I. W. Leung, A.A. ... .. Q  
C. Mok, A.A. ... .. Q  
Tol Tang-pui, A.A. ... .. Q  
+ Tsang On-wing, A.A. ... .. Q  
+ Wei Wing-hon, A.A. ... .. PT  
+ Wei Wing-lok, A.A. ... .. PT

Candidates not Passed, but Exempted from Responses:—

## Cheung Kai

## Mok Hing-cheung

## JUNIOR DIVISION HONOURS LIST.

## Third Class.

+ P. Abesser ... .. D  
Nguyen Xung-cho ... .. J

## Pass List.

Junior Candidates born on or after July 1st, 1894, who satisfied the Examiners:—

R. Anderson ... .. D  
C. O. Baptista ... .. J  
R. Benmann ... .. J  
B. Bourguignon ... .. J  
E. H. W. Brett ... .. J  
S. Edwards ... .. J  
L. B. Gomes ... .. J  
F. Gourdin ... .. J  
R. E. Hyndman ... .. J  
A. G. Kew ... .. J  
Ko Gyeo Leong ... .. J  
Lai Hui-long ... .. J  
Lam Chai-yat ... .. J  
Lam Fook ... .. J  
Lung Wing-ling ... .. J  
Lung Ping-kwan ... .. J  
Mok Hing-ku ... .. J  
E. M. Murray ... .. J  
O. Musso ... .. J  
• Ng See Ho ... .. J  
L. M. Ozerio ... .. J  
H. L. Ditch ... .. J  
F. B. Ribben ... .. J  
M. Ramjohn ... .. J  
A. D. Seque ... .. J  
Tsang Hing-wo ... .. J  
Tsang Tsoi U ... .. J  
Wan Ah-hung ... .. J  
P. Wong ... .. J  
F. Yung Foon-nam ... .. J  
B. R. Abong ... .. B  
E. Alwes ... .. B  
M. C. Braga ... .. B  
H. Goodwin ... .. B  
M. Lehigh ... .. B  
P. M. Mooney ... .. B  
V. S. Rodger ... .. B  
Woo Wing Yee ... .. B  
A. M. Xavier ... .. B

## Over-Age List.

Containing the names of the Junior Candidates who, having been born before July 1st, 1894, satisfied the examiners:—

Chan Sui-cheung ... .. P  
Chan Chai-cheung ... .. D  
Cheung Hon-to ... .. J  
G. A. de Caralho ... .. J  
Ho Kwong-shun ... .. J  
Ho Nai-shun ... .. J  
Ho U-chiu ... .. J  
Kwok Shiu-chung ... .. J  
Lai Hing-on ... .. J  
Lam Kwan-shan ... .. J  
Lam Ming ... .. J  
Ki Kung-hong ... .. J  
Lo Chik-fan ... .. J  
So Cheuk-yun ... .. J  
Wong Shit-yung ... .. J  
Wong Wai-hung ... .. J  
B. E. Dodd ... .. J  
B. Elias ... .. J  
J. Rodger ... .. J

## PRELIMINARY DIVISION.

## HONGKONG LIST.

Preliminary Candidates who satisfied the Examiners and obtained Honours:—

## Second Class Honours.

Pak Sa-huon ... .. D

## Third Class Honours.

G. A. Alwes ... .. D  
• Li In-cheung ... .. E  
G. Matlock ... .. D

## PASSES LIST.

Preliminary Candidates born on or after July 1st, 1897, who satisfied the examiners:—

D. Am ... .. P  
C. W. Barrington ... .. V  
Chan U-kwan ... .. P  
W. Gittins ... .. D  
F. C. Kennedy ... .. J

Li Kai-fong ... .. P  
T. A. Martin ... .. K  
G. Omand ... .. D  
G. Omand ... .. D  
G. Reich ... .. J  
F. Reis ... .. J  
B. Yip ... .. J  
Yung Hin-lun ... .. P  
Y. Ores ... .. P  
A. Hayes ... .. I  
M. Neave ... .. K  
A. M. Thynne ... .. M

## Average List.

Containing the names of the Preliminary Candidates who, having been born before July 1st, 1897, satisfied the examiners:—

G. E. Alwes ... .. D  
A. Alarika ... .. D  
Au Lee-yun ... .. D  
J. M. Braga ... .. D  
J. Brockett ... .. D  
R. P. C. Bruhn ... .. D  
Chan Tu-kun ... .. D  
Can Man-kwong ... .. D  
Chung Tsung-kwai ... .. D  
H. F. de Luz ... .. D  
Fok U-han ... .. D  
Fok Wing-kan ... .. D  
Fung Cham-in ... .. D  
A. Gifford ... .. D  
G. A. Hall ... .. D  
Hau On-wa ... .. D  
J. Kelly ... .. D  
Kong Koo-cheung ... .. D  
Kong Hoo-cheung ... .. D  
Kwan Fook-pak ... .. D  
S. Wong Ming ... .. D  
Lee In-pui ... .. D  
Lin Shuk-ching ... .. D  
Ma Tsung-cheung ... .. D  
J. Mackenzie ... .. D  
Mak Tse wo ... .. D  
Pan In-tat ... .. D  
H. Rozario ... .. D  
W. Siemson ... .. D  
F. Silva ... .. D  
M. Tang ... .. D  
A. C. Thynnes ... .. D  
J. Thynne ... .. D  
P. Wong ... .. D  
Wong U-tai ... .. D  
Wong Ying-kan ... .. D  
Nhan Van Xung ... .. D  
Yung Man-lam ... .. D  
P. Chan ... .. D  
Chan Pui-lun ... .. D  
Chan Wing-hun ... .. D  
Chan Woo-lai ... .. D  
Chow Cheuk-kei ... .. D  
Chow Cheung ... .. D  
Chu Hin-loi ... .. D  
Chung Kwong-ha ... .. D  
Fok Pak-wing ... .. D  
Fok Tung-huen ... .. D  
Fok Ying-yai ... .. D  
Fung Shiu-pui ... .. D  
Y. Hachima ... .. D  
Ho Nai-pui ... .. D  
Kwok Tsun ... .. D  
Lau Kai-tai ... .. D  
Lau Koon-ching ... .. D  
E. Lee ... .. D  
Lung Yau-lun ... .. D  
Li Li-cheung ... .. D  
Li Lin-cheung ... .. D  
Lo Chung-man ... .. D  
Mok Hing ... .. D  
Ng Ki-chung ... .. D  
Pak Shun-long ... .. D  
Foon Yan-chi ... .. D  
Se Shing-pa ... .. D  
Tsang Chun-kung ... .. D  
Tsang Sam-hoo ... .. D  
Wan Chouk-ming ... .. D  
Wan Man-bing ... .. D  
Wei Kwong ... .. D  
Yung Po-chiu ... .. D  
L. Ayock ... .. D  
J. Braga ... .. D  
A. Carvalho ... .. D  
Cheung Fook-to ... .. D  
Chien Yee-ching ... .. D  
M. Crombette ... .. D  
A. Evans ... .. D  
L. Farias ... .. D  
V. Ho Tang ... .. D  
K. C. Jenkins ... .. D  
N. C. Knight ... .. D  
A. A. Leeson ... .. D  
Liang Yat-kwan ... .. D  
C. Matlock ... .. D  
H. Omand ... .. D  
G. M. Russell ... .. D  
Shao Lu-cho ... .. D  
Shee Wai-ching ... .. D  
C. Johansen ... .. D  
Shin Tak-hing ... .. D  
Tso Mi-ching ... .. D  
A. Young ... .. D

## Distinction in Chinese.

+ Exempted from Responses, Oxford University.

## Distinction in Geography.

B Means Bellios Public School

C C.M.S. High School

D Diocesan Boys' School

DE Diocesan Girls' School

E Ellis Kadourie School

F French Convent

I Italian Convent

J St. Joseph's College

K Kowloon School

PT St. Paul's College

Q St. Mary's School

M Queen's College

S St. Stephen's College

SG St. Stephen's Girls' School

V Victoria British School



There's no fear of any "falling-off" in the well-known high quality of

**JOHNNIE WALKER**

That is absolutely safeguarded by the largest "aging" reserve of pure malt Scotch Whisky held by any firm.

A "maturing" stock of over three-and-a-half million gallons is invariably held in bond to prevent the possibility of any inferior "Johnnie Walker" being ever put upon the market.

"JOHNNIE WALKER" White Label. Over 6 years old.  
"JOHNNIE WALKER" Red Label. Over 10 years old.  
"JOHNNIE WALKER" Black Label. Over 12 years old.

To be obtained from:—  
KAMP & CO., Shanghai.  
TEHRIN COOPER & CO., Tientsin.  
THE HANKOW DISPENSARY CO., LTD., Hankow.  
SIEMSEN & CO., Canton and Hong Kong.  
JOHN WALKER & SONS, LTD., Scotch Whisky Distillers, GLASGOW, SCOTLAND.

1092-44



**NAPIER JOHNSTONES'**  
"SQUARE BOTTLE"

WHISKY.

UNVARIED FOR OVER

150 YEARS.

THE SAME TO-DAY AS IN  
1745.

BEWARE OF  
IMITATIONS.

SOLE AGENTS IN HONGKONG:  
LANE, CRAWFORD & CO.,  
and from ALL WINE MERCHANTS.

## Rowland's Kalydor

Makes your skin soft and smooth.  
You can easily have a clear, velvety, healthy complexion if you use

**Rowland's Kalydor**  
"For Your Skin."

This world-famous preparation quickly removes freckles, redness, roughness, eruptions, eczema, and other disorders of the skin. Perhaps you know how unpleasant it is to suffer from these skin troubles—but whether you do or not, you should always have a bottle of Rowland's Kalydor handy and use it night and morning. Get it from your chemist, Rowland & Sons, 49, Hatton Garden, London, E.C.1. Sold by stores and chemists. Ask for Rowland's Kalydor, of 49, Hatton Garden, London, and avoid spurious imitations.

## Beetham's Larola

Makes the skin as soft as velvet, and keeps it soft, smooth and white all the year round.  
Removes and prevents Roughness, Redness, Irritation, Tan, etc., COOLING AND REFRESHING DURING THE SUMMER HEAT.

M. BEETHAM & SON,  
CHILTERNHAM, ENGLAND.

## MERRYWEATHERS' Light Portable "VALIANT."

The Ideal Fire Engine and Steam Pump for CHINA.  
Lightest Pump on the Market.  
Weight 4 cwt. 6 lb.  
Can be carried by a few men through narrow streets, doorways, etc.

Ask for Illustrated Pamphlet No. 738a.  
MERRYWEATHER & SONS, 63, Long Lane, W.B. Works—Greenwich, S.E., London.

808-1

GOOD ENGLISH GUNS.  
At very low prices.  
Our Model No. 620 far-killing HAMMER-LESS GUN is the best value in the world. 12, 16 or 20 bore, Price £5.5.0. All Sportsmen should send for catalogue, post free on application to—  
G. JAMES & REYNOLDS,  
9, Leander Road,  
Thornpton Heath, LONDON, ENG.

759

**SAVARESSE'S SANDAL CAPSULES**

Efficiency because absolutely pure English Oil not made of garbage. Full directions in all languages. Insist on SAVARESSE'S.

807



**RIGAUD'S**  
**KANANGA**  
OF JAPAN  
TOILET WATER

Beware of Imitations.

**RIGAUD & Co**  
PERFUMERS  
8, rue Vivienne, 8  
Paris-France

## London Buying Agents

O.E. We offer you our services as buying agents for British or Continental goods. Established in 1844, but thoroughly up-to-date, our success is attained by making our customers' interests our first aim. Five expert buyers, with capable staffs, manage different departments, buying with greatest care every class of goods, giving our customers all the advantages of wide experience, and ensuring requirements being strictly supplied at lowest prices and best discounts.

**KEYMER, SON & CO.**  
Whitcomb, London.  
Telegrams: "Kernor, London."

**SELF CURE NO FICTION!**  
NO SUFFERING NEED NOW DESPAIR.  
THE NEW FRENCH REMEDY.  
**THERAPION No.1**  
In a remarkably short time, after a few days' use, cures all charges (diseases) spreading infections.

**THERAPION No.2**  
Cures blood poison, bad legs, ulcers, sores, painful swollen joints, etc. when medical treatment fails.

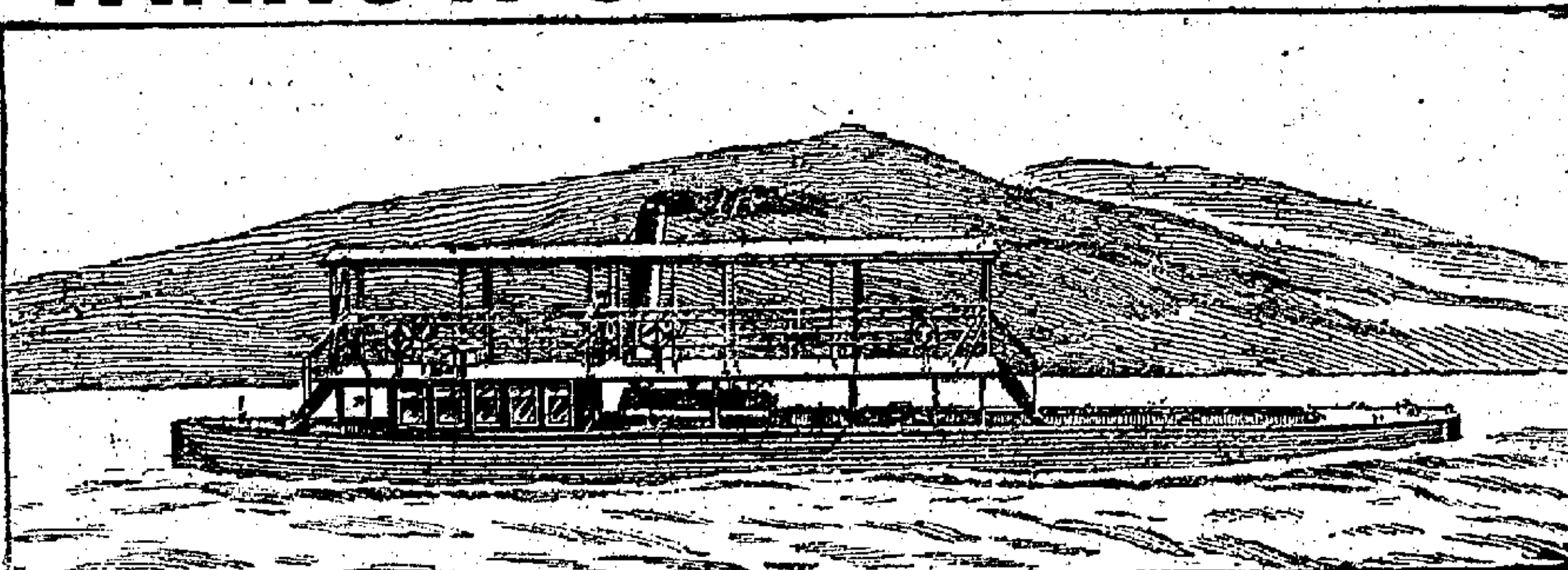
**THERAPION No.3**  
Cures chronic venereal diseases and all self-treatment directions enclosed, of patients or post-free 3/6 from The Le-Cen Medicine Co., Haverstock Hill, Hampstead, London, Eng. Try New Druggists (Tasteful).

Form of Therapion, easy to take, safe, lasting cure. Trade Marked word "THERAPION" is on British Govt. Stamp, affixed to every genuine packet.

**THERAPION**  
CURES TO STAY CURED.

127

## YARROW'S SHALLOW-DRAUGHT STEAMERS.



YARROW'S make a speciality of SHALLOW-DRAUGHT RIVER STEAMERS, either propelled by a STERN-WHEEL, or by SCREWS WORKING IN TUNNELS, fitted with YARROW'S PATENT HINGED FLAP, by which means a considerable increase in speed is obtained without increase of cost. Vessels can be delivered whole, in pieces, or in floatable sections arranged so that they may be readily united while afloat.

For particulars apply to:—  
**YARROW & Co., Ltd., Shipbuilders, GLASGOW.** (Formerly of POPLAR, LONDON.)

599-1











## SHIPPING

## ARRIVALS.

CHONGSHING, British str., 3rd Nov.—Canton.  
CHILDAR, Norwegian str., 1102, W. Nukew.  
3rd Nov.—Bangkok and Svalow 2nd Nov.  
General—Aagaard, Thorssen & Co.  
HONGKONG, British str., 2056, G. Kinghorn.  
3rd Nov.—Singapore 28th Oct, General—  
Owner.  
KAWA, Japanese str., 2887, Sumito, 2nd  
Nov.—Mikie 27th October, Coal—Mitsui  
Bussan Kaisha.  
KWANLEE, Chinese str., 3rd Nov.—Canton.  
NANCHANG, British str., 1044, R. Robertson.  
3rd Nov.—Daly 28th October, General—  
Butterfield & Swire.  
SABINE, Dutch str., 573, D. E.  
Boore, 2nd Nov.—Tamsui 31st November,  
Kerosene oil—Asiatic Petroleum Co.  
TEAN, British str., 1346, A. W. Outerbridge.  
3rd Nov.—Munila, 31st Oct, General—  
Butterfield & Swire.

## CLEARANCES

## AT THE HARBOUR MASTER'S OFFICE.

Antiochia, British str., for Kuchinotsu.  
Chongshing, British str., for Teatien.  
Chongshing, British str., for Shanghai.  
Daire, Norwegian str., for Fort Bayard.  
Empress of India, British str., for Shanghai.  
Fry, Norwegian str., for Newchwang.  
Hogang, British str., for Hongay.  
Hogang, American str., for Nagasaki.  
Ouse, British str., for Manila.  
Prime, Wallenberg, German str., for Australia.  
Sabine, Dutch str., for Swatow.  
Seong Choon, British str., for Amoy.

## DEPARTURES

3rd November.

ARRATON ATCAR, British str., for Singapore.  
CHUNGANO, British str., for Brunei Bay.  
HACHING, British str., for Swatow.  
HUICHOW, British str., for Canton.  
PRINCESS ALICE, German str., for Shanghai.  
SHINYO MARU, Japanese str., for Shanghai.

## SHIPPING REPORT.

The British str. Tean reports: Light to moderate breeze.  
The British str. Nanchang reports: Strong N.E. monsoon, heavy sea, fine and clear weather.  
The British str. Hongkong reports: From Singapore to Paracels, light and moderate wind and sea; from Paracels to Hongkong, strong N.E. wind and rough sea.

## PASSENGERS

## ARRIVED.

For Nanchang, from Dalay, Mr Wiesner and Mr Schwartz.  
For Tean, from Manila, Mr and Mrs Connor, Mr Lindsay, Mr Ho and Mr. Rev. Jausan, Mr Meadows, Mr Roigay, Mrs Lafont and 2 children, Dr. Vickers, Mr Turner, Miss Dedovasa and Rev. Tyuris.

## DEPARTED.

For Shingyo Maru, for San Francisco, &c, Mr G. C. Meadows, Mr S. L. Russell, Dr. J. W. Keener, Mr C. C. Kenney, Mr and Mrs M. Kobayashi and family, Mr R. Ramos, Mr E. Locable, Mr W. H. Lee, Mr C. S. Rowe, Mr I. Leeson, Mr G. Lao, Mr J. Mateo, Capt. H. Hughes, Mr A. M. L. Soares, Mr C. M. Meyer, Mr C. C. Sissin, Mr M. Rundle, R.N., Mrs R. Wilde, Mrs Spierborg, Mr R. Paolucci, Mr C. S. Turner, Mr N. Mitschashi, Mr and Mrs Sanborn, Mr I. Honda, Mr H. Bassett, Mr W. Taylor, Mr R. W. Wingrove, Hon. Mr Manuel Quezon, Mr M. Kalawa, Mrs Campbell and children, Messrs T. Ito, C. Ito, L. E. Baste, G. Ross and A. St. James.

## VESSELS EXPECTED.

## THE AMERICAN MAIL.

The P. M. S.S. Co. str. China from San Francisco was dispatched from Yokohama on the 31st ultimo, en route to Hongkong, and is due to arrive at Hongkong on the 7th inst.

The P. M. S.S. Co. str. Manchuria was dispatched from San Francisco on the 17th ult. for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Manila, and is due to arrive at Hongkong on the 17th inst.

The T.K.K. str. Chago Maru sailed from Honolulu on the 31st ult. for Hongkong, and is due to arrive at this port on or about the 21st inst.

## THE AUSTRALIAN MAIL.

The I.G.M. str. Coblenz left Sydney on the 21st ultimo, at 11 a.m., and may be expected here on or about the 13th inst.

The E. & A. str. Eastern left Sydney on the 1st inst. for this port (via Queensland Ports, Timor and Manila).

## THE CANADIAN MAIL.

The C.P.R. Co. str. Empress of Japan left Vancouver, B.C. for Hongkong (via usual ports of call) on the 25th ultimo p.m.

## THE INDIAN MAIL.

The Indo-China str. Namsang left Singapore for Hongkong on the 1st inst. p.m., and is due here on or about the 7th inst.

The Indo-China str. Laisang left Calcutta for the Straits and Hongkong on the 27th ult., and is due here on or about the 13th inst.

## MERCHANT STEAMERS.

The P. & O. S. N. Co. str. Palawan left Singapore for this port on the 29th ult., at 5 p.m., and is due here to-morrow at about 8 a.m.

The Morn Line str. Lottian from United Kingdom left Singapore on the 31st ultimo morning, and is therefore due at Hongkong on or about the 6th instant morning.

The str. Coyri left Singapore for this port on the 30th ult., and may be expected here on or about the 6th inst.

The Olof Wijk & Co. str. Zehing left Sabang on the 27th ultimo, and is expected here on or about the 7th inst.

The N.Y.K. str. Ceylon (Bomby Line) left Bombay for this port on the 20th ult., and is expected here on the 7th inst.

The A. S. S. Co. str. Indragadi left Sabang for Singapore on the 25th ult., and is due here on or about the 8th inst.

The "Ben" Line str. Bentlei, from Leith, Middlebrook and London, left Singapore on the 2nd inst. for this port.

The Bank Line str. Orotier from Vancouver arrived at Yokohama on the 1st inst. en route for Hongkong, and is due here on the 14th inst.

The O.S.K. str. Seattle Maru from Tacoma arrived at Yokohama on the 31st inst., and will leave again for this port via Manila on the 3rd inst., and is due here on or about the 20th inst.

The T.K.K. str. Hongkong Maru sailed from Honolulu on the 25th ultimo for Hongkong, and is expected to arrive at this port on or about the 27th inst.

## VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commanding from Green Island. Vessels anchoring nearest Kowloon are marked "L," nearest Hongkong "H," midway between Hongkong and Kowloon "M," and those vessels berthed at the Kowloon Wharf "K.W." together with the number denoting the section.

## SECTIONS.

1. From Green Island to the Harbour Master's

2. From Harbour Master's to Blake Pier

3. From Blake Pier to Naval Yard.

4. From Naval Yard to East Point

DESTINATION.	VESSEL'S NAME.	FLAG & REG.	BERTH.	CAPTAIN.	FOR FREIGHT APPLY TO.	TO BE DESPATCHED.
LONDON & ANTWERP.	FLINTSHIRE	Brit. str.	—	G. C. Cundy	JARDINE, MATHESON & Co., Ltd.	About 11th inst.
LONDON, &c, via USUAL PORTS OF CALL.	ARCADIA	Brit. str.	—	S. Barham	E. & O. S. N. Co.	On 11th inst., at Noon.
LONDON & ANTWERP via SINGAPORE, &c.	MALTA	Brit. str.	—	G. M. Monford, R.N.R.	P. & O. S. N. Co.	About 15th inst.
ROTTERDAM, HAMBURG & ANTWERP, &c.	SACHSEN	Ger. str.	k.w.	Wagner	HAMBURG-AMERICA LINE	On 12th inst.
ROTTERDAM, HAMBURG & ANTWERP, &c.	ARCADIA	Ger. str.	k.w.	Kotzke	HAMBURG-AMERICA LINE	On 15th inst.
ROTTERDAM, HAMBURG & ANTWERP, &c.	SITHONIA	Ger. str.	k.w.	Brohm	HAMBURG-AMERICA LINE	On 6th Dec.
ROTTERDAM, HAMBURG & ANTWERP, &c.	DAYERN	Ger. str.	k.w.	Sandstedt	HAMBURG-AMERICA LINE	On 7th inst.
HAVRE & HAMBURG via STRAITS, &c.	SEINFELS	Ger. str.	k.w.	Selmer	HAMBURG-AMERICA LINE	On 21st inst.
HAVRE & HAMBURG via STRAITS, &c.	SEYONIA	Ger. str.	k.w.	M. Hagino	HAMBURG-AMERICA LINE	On 7th Dec.
HAVRE, BREMEN & HAMBURG, &c.	KAGA MARU	Jap. str.	—	Wm. Thompson	NIPPON YUSEN KAISHA	On 8th inst., at D'light
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	ASAHA MARU	Jap. str.	—	Irisawa	NIPPON YUSEN KAISHA	On 22nd inst., at D'light
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	ASAHA MARU	Jap. str.	—	Irisawa	NIPPON YUSEN KAISHA	On 7th inst., at Noon.
VICTORIA, B.C. & SEATTLE via SHANGHAI &c.	PANAMA MARU	Jap. str.	—	Irisawa	OSAKA SHOSHEN KAISHA	On 14th inst., at 11 a.m.
VICTORIA, B.C. & TACOMA via SHANGHAI &c.	SEATTLE MARU	Jap. str.	—	Irisawa	OSAKA SHOSHEN KAISHA	On 29th inst., at 11 a.m.
THURSTE, &c, via SINGAPORE, &c.	CHINA	Aus. str.	—	Paviesich	SANDER, WIELER & Co.	On 27th inst., at 2 p.m.
BOSTON & NEW YORK	EMERSON	Brit. str.	—	Robinson	DODWELL & Co., Ltd.	About 16th inst.
VANCOUVER via SHANGHAI, JAPAN, &c.	EMPERESS OF INDIA	Brit. str.	1 m.	G. Robinson	THE BANK LINE, LIMITED	To-day, at 7 a.m.
VANCOUVER, B.C., SEATTLE & PORTLAND, &c.	STRATHLYON	Brit. str.	2 m.	J. R. Shaw	CANADIAN PACIFIC R. Co.	On 21st inst.
VANCOUVER via SHANGHAI, JAPAN, &c.	MONTEAGLE	Brit. str.	—	W. Davison	THE BANK LINE, LIMITED	On 30th Dec., at Noon.
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	SIBERIA	Aus. str.	—	E. Beatham	PACIFIC MAIL S.S. Co.	On 10th inst., at 1 p.m.
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	CHINA	Jap. str.	—	W. W. Greene	PACIFIC MAIL S.S. Co.	On 17th inst., at 1 p.m.
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	CHINA	Jap. str.	—	H. Bremer	TOYO KAISEN KAISHA	On 1st Dec., at Noon.
AUSTRALIAN PORTS via MANILA	PRINZ WALDEMAR	Brit. str.	—	T. Sekine	MELCHERS & Co.	To-day, at 10 a.m.
AUSTRALIAN PORTS via MANILA	ST. ALBANS	Brit. str.	—	T. Sekine	GIBB, LIVINGSTON & Co.	On 11th inst.
AUSTRALIAN PORTS via MANILA	YAWATA MARU	Jap. str.	—	T. Sekine	NIPPON YUSEN KAISHA	On 24th inst., at Noon.
MEXICAN, PERUVIAN & CHILEAN via JAPAN	HONGKONG MARU	Jap. str.	—	T. Sekine	TOYO KAISEN KAISHA	On 13th Dec., at Noon.
KOBE & YOKOHAMA	MIYASAKI MARU	Jap. str.	—	T. Sekine	NIPPON YUSEN KAISHA	On 9th inst., at 11 a.m.
KOBE & YOKOHAMA	COBLENZ	Ger. str.	—	T. Sekine	NIPPON YUSEN KAISHA	About 14th inst.
NAGASAKI, KOBE & YOKOHAMA	NIKKO MARU	Jap. str.	—	T. Sekine	NIPPON YUSEN KAISHA	On 22nd inst., at Noon.
JAPAN	TIENJIN	Dut. str.	—	T. Sekine	JAVA-CHINA-JAPAN LINE	On 6th inst., at 4 p.m.
WEIHAWEI, CHEFOO & TIENJIN	HUICHOW	Brit. str.	1 m.	V. McClymont-Liddell	BUTTERFIELD & SWIRE	Quick despatch
TIENJIN	CHONGSHING	Brit. str.	—	M. Courtney	JARDINE, MATHESON & Co., Ltd.	To-day, at 1 p.m.
SHANGHAI	CHOYANG	Brit. str.	1 m.	C. C. Williams	BUTTERFIELD & SWIRE	To-day, at 8 p.m.
SHANGHAI	PAKAWAN	Brit. str.	—	R. E. Peel	P. & O. S. N. Co.	About 5th inst.
SHANGHAI, MOJI, KOBE & YOKOHAMA	HONGKONG	Brit. str.	—	Spencer Wilde	JARDINE, MATHESON & Co., Ltd.	On 7th inst., at Noon.
SHANGHAI via SWATOW	CEYLON MARU	Jap. str.	—	Spencer Wilde	NIPPON YUSEN KAISHA	On 24th inst., at Noon.
SHANGHAI MOJI & KOBE	CHINWA	Brit. str.	1 m.	Spencer Wilde	BUTTERFIELD & SWIRE	On 9th inst., at 4 p.m.
SHANGHAI	DELTA	Brit. str.	—	Spencer Wilde	P. & O. S. N. Co.	About 9th inst.
SHANGHAI	NAMANG	Brit. str.	—	Spencer Wilde	JARDINE, MATHESON & Co., Ltd.	On 10th inst., at D'light
SHANGHAI KOBE & MOJI	PRINZ	Brit. str.	—	Spencer Wilde	OLDF WILK & Co., Ltd.	About 10th inst.
SHANGHAI	ANHUI	Brit. str.	1 m.	J. B. Harris	BUTTERFIELD & SWIRE	On 11th inst., at M'night
SHANGHAI	SCANDIA	Swed. str.	1 m.	Knaissel	HAMBURG-AMERICA LINE	On 16th inst.
SHANGHAI KOBE & YOKOHAMA	CEYLON	Swed. str.	—	Knaissel	OLDF WILK & Co., Ltd.	About 7th Dec.
SHANGHAI YOKOHAMA, KOBE & MOJI	CEYLON	Dut. str.	—	Knaissel	JAVA-CHINA-JAPAN LINE	Quick despatch
SHANGHAI	CHONGHUN MARU	Jap. str.	—	Knaissel	OSAKA SHOSHEN KAISHA	On 8th inst., at 10 a.m.
FOOCHOW via SWATOW & AMOY	DAIGI MARU	Jap. str.	—	Knaissel	OSAKA SHOSHEN KAISHA	To-morrow, at 10 a.m.
SWATOW, AMOY & FOOCHOW	HAITANG	Brit. str.	2 h.	J. W. Evans	DOUGLAS LARPAK & Co.	On 10th inst., at 11 a.m.
SWATOW, AMOY & FOOCHOW	HAITANG	Brit. str.	2 h.	J. S. Roach	DOUGLAS LARPAK & Co.	On 14th inst., at 11 a.m.
SWATOW, AMOY & FOOCHOW	HAITANG	Brit. str.	2 h.	W. C. Passmore	DOUGLAS LARPAK & Co.	To-day, at 2 p.m.
MANILA	LOONGSANG	Brit. str.	—	Teak	BUTTERFIELD & SWIRE	On 7th inst., at 4 p.m.
MANILA, ILOILO & CEBU	THAN	Brit. str.	1 m.	A. W. Outerbridge	SHAW, TOMES & Co.	On 10th inst., at 4 p.m.
MANILA, CEBU & ILOILO	ZAPIRO	Am. str.	—	M. C. Smith	JARDINE, MATHESON & Co., Ltd.	On 11th inst., at 2 p.m.
MANILA	YUEHSANG	Brit. str.	—	P. H. Rolfe	BUTTERFIELD & SWIRE	On 14th inst., at 4 p.m.
MANILA	KAIKONG	Brit. str.	—	Sidford	THE BANK LINE LTD.	On 15th inst.
MANILA	CHENKIC	Brit. str.	—	Jas. Filday	SHAW, TOMES & Co.	On 20th inst., at 4 p.m.
MANILA	RUBY	Am. str.	—	S. Crosby	JAVA-CHINA-JAPAN LINE	Quick despatch.
MANILA	TRILWONG	Dut. str.	—	Van D. Jalink	CARLOWITZ & Co.	On 11th inst., at Noon.
BATAVIA, CHERIBON, SAMARANG, &c.	CAPI	Ital. str.	—	Figari	NIPPON YUSEN KAISHA	On 14th inst.
BOMBAY via SINGAPORE & PENANG	TOSA MARU	Jap. str.	—	T. Sato	JARDINE, MATHESON & Co., Ltd.	On 13th inst., at Noon.
BOMBAY via SINGAPORE & COLOMBO	FOOHSANG	Brit. str.	—	T. A. Mitchell	NIPPON YUSEN KAISHA	On 18th inst.
SINGAPORE, PENANG & CALCUTTA	MIKES MARU	Jap. str.	—	M. Tabata	Messageberries MARITIMES	On 8th inst., at 9 a.m.
SINGAPORE, PENANG & RANGOON	SE-KIANG	Frans. str.	—	E. de Catalano		
KWANG CHOW WANG & HAIPHONG						

## PASSENGER SEASON 1912.

## NORDDEUTSCHER LLOYD BREMEN. TO EUROPE BY THE MAGNIFICENT FAST LINERS.

STEAMSHIP	DISPLACEMENT.	ON
"GOEBEN"	17,000 tons	ON FEBRUARY 6TH.
"DERFFLINGER"	17,300 "	ON FEBRUARY 21ST.
"PRINZ EITEL FRIEDRICH"	16,000 "	ON MARCH 5TH.
"YORCK"	17,000 "	ON MARCH 20TH.
"PRINCESS ALICE"	20,300 "	ON APRIL 2ND.
"LUETZOW"	17,300 "	ON APRIL 17TH.
"KLEIST"	17,000 "	ON APRIL 30TH.

THESE STEAMERS WILL CALL AT MANILA DIRECT ON THE VOYAGE FROM HERE TO SINGAPORE.

CALLING AT NAPLES, GENOA, ALGIERE, GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS.

All the Steamers of the European Line are fitted with Wireless Telegraphy. (System Telefunken.)

EARLY BOOKING RECOMMENDED.

For Further Particulars, apply to

MELCHERS & Co., GENERAL AGENTS. 1037

## NORDDEUTSCHER LLOYD BREMEN. IMPERIAL GERMAN MAIL LINES.

FOR.	STEAMERS.	TONS.	TO SAIL.
MANILA, ANGAUR, Y.A.P., NEWGUINEA, BRISBANE, SYDNEY AND MELBOURNE	"PRINZ WALDEMAR"	6,000	(Saturday, 4th Nov., 10 a.m.)
KOBE AND YOKOHAMA	"COBLENZ"	6,750	About 14th Nov.

All the Steamers of the European Line are fitted with Wireless Telegraphy. New System of Telefunken.

For Further Particulars, apply to

NORDDEUTSCHER LLOYD, MELCHERS & Co., GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 21st October, 1911.

## CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE. "EMPERESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama, Victoria and Vancouver, B.C. The only Line that maintains a Regular Scheduled Service of 12 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER, SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

S.S. "MONTEAGLE" Calls at MOJI instead of Nagasaki.

From Hongkong, "EMPERESS OF INDIA" SAT., 4th Nov. "EMPERESS OF JAPAN" SAT., 2nd Dec. "EMPERESS OF BRITAIN" FRI., 29th Dec. "EMPERESS OF BRITAIN" FRI., 29th Dec. "EMPERESS OF BRITAIN" FRI., 29th Dec.

From St. John, "EMPERESS OF INDIA" SAT., 27th Jan. "EMPERESS OF JAPAN" SAT., 24th Feb. "EMPERESS OF BRITAIN" FRI., 23rd Feb. "EMPERESS OF BRITAIN" FRI., 22nd Mar.

THE Quickest route to CANADA, UNITED STATES AND EUROPE, sailing at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA AND VICTORIA, B.C. Connecting at VANCOUVER with a Mail Express, and at ST. JOHN with the Company's Palatial "EMPERESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe. All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi Wireless apparatus.

Hongkong to London, 1st Class ..... via Canadian Atlantic Ports or New York £71.10 Intermediate or Steamer ..... £43 " " £45.

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

R.M.S. "MONTEAGLE" or rise Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments. Full particulars of application from Agents.

For further information Maps, Routes, Handbooks, Rates of Freight and Passage apply to D. W. CRADDOCK, General Traffic Agent for China, Corner Pedder Street and Praya opposite Blake Pier.

7

## PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	4000	M. C. Smith	Manila, Cebu & Iloilo	On 10th Nov., 4 p.m.
RUBI	4000	S. Crosby	Manila, Cebu & Iloilo	On 20th Nov., 4 p.m.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers. HONGKONG, 1st November, 1911. PHILIPPINES S.S. CO. 13

## SWEDISH EAST ASIATIC CO., LTD. GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION	STEAMERS	DATE OF SAILING.
SHANGHAI, YOKOHAMA, "PEKING"	6,500 Tons	About 10th November.
KOBE & MOJI, "CEYLON"	9,000 "	About 7th December.

For Freight and Further Particulars, apply to TELEPHONE No. 171.

OLOF WILK & CO., CHINA AGENCIES, AKTIEBOLAG. 46 J. YORK BUILDINGS TOP FLOOR.

## VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, ORYON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICA PORTS.

## THE Steamship

"ARCAVIA", Captain S. Barham, carrying His Majesty's Mail, will be despatched from this for Bombay, on SATURDAY, the 11th Nov., 1911, at Noon, taking Passengers and Cargo for the above Ports in connection with the Co.'s s.s. "MAMONA", 10,500 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, Tea and Cargo for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the s.s. "EGYPT" due in London on the 23rd December, 1911.

Parcels will be received at the Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to B. A. HEWITT, Superintendent.

Hongkong, 30th October, 1911. [1]



# PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
SHANGHAI, MOJI, KOBE	PALAWAN	About 5th Nov.	Freight and Passage.
SHANGHAI	DELTA	About 9th Nov.	Freight and Passage.
LONDON VIA USUAL PORTS	ARCADIA	Noon, 11th Nov.	See Special Advertisement.
LONDON and ANTWERP	DELTA	About 15th Nov.	Freight and Passage.
SHANGHAI, SINGAPORE, PE- NANG, COLOMBO, PORT SAID and MARSEILLES	DELTA	About 15th Nov.	Freight and Passage.

For Further Particulars apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 4th November, 1911.

## CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL	REMARKS.
SHANGHAI	"LINAN"	On 4th Nov. M'night.	
WEIHAIWEI, CHEFOO & TIENTSIN	"HUICHOW"	On 6th Nov. 4 P.M.	
MANILA, LOLOLO and CEBU	"TEAN"	On 7th Nov. 4 P.M.	
SHANGHAI	"CHINHUA"	On 9th Nov. 4 P.M.	
SHANGHAI	"ANHUI"	On 11th Nov. M'night.	
MANILA, CEBU and LOLOLO	"KALFONG"	On 14th Nov. 4 P.M.	
DIRECT SAILINGS TO WEST RIVER, TWICE WEEKLY.	S.S. "LINTAN" and S.S. "SANTU"		

AUSTRALIAN STEAMERS have superior accommodation with Electric Light, throughout and Electric Fans in the State-rooms. A daily qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING," Saloon accommodation, Amidsips, Electric Fans fitted; Extra State-rooms on Deck, aft. Saloon accommodation of S.S. "KALFONG" is situated on Deck, aft.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "CHINHUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

RE—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers land Passengers in Shanghai, avoiding the inconvenience of the transhipment at Woosung.

REDUCED FARES—SINGLE \$5.....RETURN \$75.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 4th November, 1911.

## HAMBURG-AMERIKA LINIE

IN CONJUNCTION WITH

DEUTSCHE DAMPSCHIFFFAHRTS-GESELLSCHAFT "HANSA."

Regular Sailings: from JAPAN, CHINA and PHILIPPINES,  
via STRAITS and COLOMBO.

MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

MAKING Cargo at Through Rates to all European North Continental and British Ports also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports; and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD:

For SHANGHAI, KOBE and YOKOHAMA:

S.S. SCANDIA	16th Nov.
S.S. SPLEZIA	2nd Dec.
S.S. SEGOVIA	14th Dec.
S.S. SILEBIA	27th Dec.
S.S. AMBRIA	10th Jan.
S.S. GOLDENFELS	24th Jan.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,  
Hongkong Office.

Hongkong, 4th November, 1911.

## INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL	REMARKS.
TIENTSIN	"CHONGSHING"	Saturday, 4th Nov., 1 P.M.	
SHANGHAI	"CHOYANG"	Saturday, 4th Nov., 1 P.M.	
MANILA	"LOONGSANG"	Saturday, 4th Nov., 2 P.M.	
SHANGHAI via SWATOW	"HANGSANG"	Friday, 7th Nov., Noon.	
SHANGHAI-KOBE & MOJI	"NAMSANG"	Tuesday, 14th Nov., 2 P.M.	
MANILA	"YUENSANG"	Saturday, 11th Nov., 2 P.M.	
SINGAPORE, PENANG & CALCUTTA	"FOOKSANG"	Monday, 13th Nov., Noon.	

RETURN TOURS TO JAPAN,

(OCCUPYING 24 DAYS).

The Steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light. A daily qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yagtsse Ports, Tsingtau, Weihaiwei, Chefoo Tientsin and Newchwang.

Telephone No. 215, Sub. Exch. 4.

For Freight or Passage, apply to—

JARDINE, MATHESON & Co., LTD.,  
GENERAL MANAGERS.

Hongkong, 4th November, 1911.

## DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHEW

AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIPS	CAPTAIN	LEAVING
"HAIYANG"	Capt. J. W. Evans	WED'DAY, 8th Nov., at Noon.
"HAITAN"	Capt. J. S. Roach	FRIDAY, 10th Nov., at 11 A.M.
"HAICHING"	Capt. W. C. Passmore	TUESDAY, 14th Nov., at 11 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS, LAPRAIK & Co.,  
GENERAL MANAGERS.

Hongkong, 4th November, 1911.

## TOYO KISEN KAISHA.

IMPERIAL JAPANESE  
TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Connecting with the WESTERN PACIFIC RAILWAY at SAN FRANCISCO to all Points in the UNITED STATES and CANADA and with TRANS-ATLANTIC LINES for EUROPE.

STEAMERS	TONS	CAPTAIN	DATE OF SAILING.
CHIYO MARU	21,000	W. W. Green	FRIDAY, 1st Dec., at Noon.
NIPPON MARU	21,000	A. G. Stevens	FRIDAY, 22nd Dec., at Noon.
TENYO MARU	21,000	E. Bent	FRIDAY, 23rd Dec., at Noon.
SHINYO MARU	21,000	H. S. Smith	FRIDAY, 19th Dec., at Noon.

The new Triple Screw Steamer "CHIYO MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, YOKOHAMA and HONOLULU, on FRIDAY, 1st December, at Noon.

INTERMEDIATE SERVICE.

The Twin Screw S.S. "NIPPON MARU" 11,000 tons, Captain A. G. Stevens, will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, the 22nd December, at Noon.

SOUTH AMERICAN LINE.

(In Connection with the NATIONAL RAILWAYS OF MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)  
The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

STEAMERS	TONS	DATE OF SAILING.
HONGKONG MARU	11,000	WEDNESDAY, 13th December, at Noon.
KIYO MARU	17,500	TUESDAY, 18th Feb., at Noon 1912.
BUYO MARU	10,500	TUESDAY, 3rd April, at Noon.

The Steamer "HONGKONG MARU" will be despatched hence for MEXICAN, PERUVIAN and CHILEAN PORTS via MOJI, KOBE, YOKOHAMA and HONOLULU, on WEDNESDAY, 13th December, at Noon.

FARES FROM HONGKONG:

To LONDON	£71-10-0
To VALPARAISO	£57-0-0

Fares by INTERMEDIATE STEAMER.

To HONOLULU	£20-0-0
To SAN FRANCISCO	£25-0-0
To CHICAGO	£36-10-0
To NEW YORK	£40-0-0
To LONDON VIA NEW YORK	£45-0-0

Single and Round Trip to all points are interchangeable and good for return by Intermediate Steamers of the Pacific Mail S.S. Co.

SPECIAL RATES (First Class only) are granted to principal points in the United States, Canada and Europe, on terms which may be obtained from the undersigned.

These magnificent steamers are most up-to-date and luxurious in every way. Excellent cuisine and accommodation.

"TENYO MARU," "CHIYO MARU" and "SHINYO MARU" are fitted with Turbine Engines and Triple Screws. Record Speed 21 knots.

Through Bills of Lading issued to North, Central and South American Ports.  
For Further Particulars as to Passage and Freight, apply to  
K. MATSUDA, AGENT,  
King's Building (Opposite Blake Pier).

339

## OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with  
THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAY  
AND  
THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY  
(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	Tons (gross reg.)	LEAVES.
VICTORIA, B.C. & TACOMA via NAGASAKI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA	"SEATTLE MARU"	6,182	WED'DAY, 29th Nov., at 11 A.M.
VICTORIA, B.C. & TACOMA via SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA	"PANAMA MARU"	6,059	TUESDAY, 14th Nov., at 11 A.M.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for cargo. Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given toward Express connection.

HONGKONG, SOUTH CHINA COAST PORTS &amp; FORMOSA SERVICE

FOR	STEAMERS	LEAVES.
TAMUI via SWATOW, and AMOY	"DAIGI MARU"	SUNDAY, 5th Nov., at 10 A.M.
FOOCHOW via SWATOW and AMOY	"CHOSHUN MARU"	WEDNESDAY, 8th Nov., at 10 A.M.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings

772-7781

S. HIROL,  
MANAGER

## PENINSULAR & ORIENTAL

STEAM NAVIGATION CO.

HOMeward PASSENGER SEASON, 1912.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON.

TAKING PASSENGERS ALSO FOR  
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.  
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS to COLOMBO	Leave HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON	Due MARSEILLES (Brindisi 2 days earlier)	Due PLYMOUTH (London 1 day later)		
Steamer	Tons	1 P.M. SATURDAY	Steamer	Tons	SATURDAY	FRIDAY
ASSAYE .....	7500	February 3	MANTUA .....	11000	March 2	March 3
HIMALAYA .....	7000	February 17	MACEDONIA .....	10500	March 16	March 22
DELHI .....	8000	March 2	MOREA .....	11000	March 30	April 5
DEVANHA .....	8000	March 16	Through Steamer		April 13	April 19
DELTA .....	8000	March 30	MOLDAVIA .....	11000	April 27	May 3
ASSAYE .....	7500	April 13	MALWA .....	12500	May 11	May 17
DELHI .....	8000	April 27	MONGOLIA .....	10000	May 25	May 31
		May 11	MALWA .....	11000	June 8	June 14

Passengers change Steamers at COLOMBO, with exception of s.s. "INDIA" and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON:

1st SALOON £71.10 SINGLE, £106.14 RETURN.

2nd SALOON £48.80 SINGLE, £72.12 RETURN.

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

Tonnage		about		about	
NYANZA	7000	February	7	March	22
NILE	7000	March	6	April	13
NUBIA	6000	April	3	May	17
SUMATRA	5000	April	17	May	31
NAMUR	7000	May	1	June	14
PALAWAN	5000	May	15	June	29
BOENGO	5000	May	29	July	13
SYRIA	7000	June	12	July	27
NORE	7000	June	26	August	10

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES

FARES TO LONDON:

1st SALOON £55.10 SINGLE, £82.10 RETURN.

2nd SALOON £33.10 SINGLE, £57.4 RETURN.

For further Particulars, apply to—

E. A. HEWETT,  
SUPERINTENDENT.

## NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP, via SINGA- PORE, PENANG COLOMBO, SEBUEZ and PORT SAID	KAGA MARU Capt. M. Hagino	7,000	WED'DAY, 8th Nov., at Daylight
	ATSUTA MARU Capt. Wm. Thompson	9,000	WED'DAY, 22nd Nov., at Daylight
	HITACHI MARU Capt. T. Yamawaki	7,000	WED'DAY, 6th Dec., at Daylight
VICTORIA, B.C. & SEATTLE	SADO MARU Capt. J. Richards	7,000	SATURDAY, 2nd Dec., from Kobe
VICTORIA, B.C. and SEATTLE via SHANGHAI, MOJI, KOBE, YOKKAICHI, and YOKOHAMA	AWA MARU Capt. Iriawa	7,000	TUESDAY, 7th Nov., at Noon
	INABA MARU Capt. S. Tominaga	7,000	TUESDAY, 5th Dec., at Noon
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	YAWATA MARU Capt. T. Sekine	5,000	FRIDAY, 24th Nov., at Noon
	NIKKO MARU Capt. M. Yagi	6,000	THURSDAY, 21st Dec., at Noon
SHANGHAI, MOJI and KOBE	CEYLON MARU Capt. Torawa	6,000	WED'DAY, 8th November
NAGASAKI, KOBE and YOKOHAMA	NIKKO MARU Capt. M. Yagi	6,000	WED'DAY, 22nd Nov., at Noon
KOBE and YOKOHAMA	MIYASAKI MARU Capt. T. Mura	9,000	THURSDAY, 9th Nov., A.M.
BOMBAY via SINGAPORE, and COLOMBO	TOSA MARU Capt. T. Sato	6,000	TUESDAY, 14th November

Fitted with New System of Wireless Telegraphy. \* Carries Deck Passengers. † Cargo only.

## NEW LINE OF STEAMERS

BETWEEN

KOBE &amp; CALCUTTA.

REGULAR SERVICE (once in every 18 days)

FROM KOBE TO CALCUTTA, CALLING AT HONGKONG, SINGAPORE,

PENANG and RANGOON.

The Next Steamer to sail from Hongkong—

"MIKE MARU," TONS 4,000, CAPT. M. TABUEA, ON 18th NOV.

1912 PASSENGER SEASON 1912

STEAMERS	TONS	CAPTAIN	FROM HONGKONG
TANGO MARU	8,000	K. Kawara	February 14th.
KANO	9,000	F. L. Sommer	February 28th.
ARI	7,000	K. Homma	March 13th.
MISHIMA	9,000	A. C. Morse	March 27th.
KAGA	7,000	M. Hagino	April 10th.
ATSUTA	9,000	Wm. Thompson	April 24th.
HITACHI	7,000	T. Yamawaki	May 8th.
MIYASAKI	9,000	T. Mura	May 22nd.
FOR SEATTLE.			
INABA MARU	7,000	S. Tominaga	February 27th.
YAWATA	7,000	K. Noda	March 13th.
SANUKI	7,000	T. Iriawa	April 9th.
AWA	7,000	S. Tominaga	April 23rd.
INABA	7,000		May 7th.

For further information, apply to—

T. KUSUMOTO, MANAGER.

[1061-14-43]